

CHICAGO, O. TOBER 12, 1871.—VIEW FROM COR. OF WABASH AVE. AND CONGRESS ST., LOOKING NORTHWEST.  
 A, St. Paul's Church; B, Bigelow Hotel; C, First Nat'l and Bank; D, Court House; E, Tribune Building; F, First Nat'l and Bank; G, Trinity Church;  
 H, Pacific Hotel; I, McVicker's Theatre; J, St. Paul's Church; K, Old Court House; L, Honore Block; M, Elevator; N, Trinity Church.

THE

# LAKESIDE MONTHLY.

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## ONE YEAR AFTER.

"HORRIBLE!" was the exclamation of a shuddering world, looking towards Chicago one year ago. That same world now looks towards that same Chicago, exclaiming, "Wonderful!" Horrible it truly was; and wonderful it no less truly is. The horrors of the fiery ordeal of October, 1871, by which the city was devastated and almost blotted out, were not more real than have been the marvels that have been wrought in these twelve months by the city's rebuilders. Should a magician, by a touch of his wand of transmutation, suddenly reduce a town into a mass of ruins, and then, by another touch, as suddenly restore it all to its former state, the effect would scarcely be more amazing than have been Chicago's Destruction and Resurrection.

We recall the fearful calamity by which our city was overwhelmed on the seventh and eighth of last October, as a troubled sleeper, awakening, contemplates the incidents of a horrid dream. But ours was not a dream. It was one of the most terrible realities that ever challenged human reason or tested the powers of human endurance. We saw it, and felt it, in the most wakeful consciousness; and much as

it now seems like the wild dream of a fevered brain, yet, were any evidence needed to convince us that Chicago's Great Fire was a reality and not a mere slumberer's vision, the imposing array of stately new edifices lining the old business thoroughfares, entirely changing their former aspect, could be cited as most potent and conclusive testimony.

THE LAKESIDE proposes in a special manner to signalize the first anniversary of the *new* Chicago, as in a special manner it memorialized the burning of the *old*. The "Fire Number" of the magazine was the embodiment of the incidents, terrors, losses, and effects of one of the most thrilling events in the world's history. The "Anniversary Number" will, as is intended, be an account of one of the most wondrous examples of human courage, energy, progress, and achievement, that has ever been recorded in the annals of time. When we recall the events of a year ago, and contemplate the woful condition of our city at that time—over three square miles of its area being one ghastly scene of ruin, seventy-three streets, containing 17,450 buildings, having been transformed into one common waste of

blackness and chaos,—and contrast the scene and the condition of the people as we find them to-day—over a thousand great, towering and imposing buildings of stone, brick, marble, or iron, having been reared rapidly and almost as if by magic on the ground that had been swept by the conflagration, the restored thoroughfares of trade, commerce, and residence swarming with a cheerful and prosperous population, and the whole metropolis presenting an almost matchless spectacle of life and industry,—may we not, with justifiable pride, point to this eventful year of our history as a real marvel of progress? The most unrestrained imagination of the most sanguine believer in human possibilities would not have dared, while viewing the city in ruins a year ago, to have even whispered into any rational ear a prophecy that one-half as much would in twelve months be accomplished here towards a recovery from the fearful effects of the great conflagration as actually has been accomplished. It is as difficult for the mind of the spectator to realize that which has been done in so short a time, as it was for the mind completely to comprehend the vastness of the calamity from which we are thus speedily recovering. The scene in the "burnt district," during these swift-passing winter, spring, and summer months, has been one of constant activity. The snows, frosts, and chilly blasts of winter did not deter the indomitable workers; the rains of spring did not drive them from their labors; nor did the intense heat of those sweltering days of midsummer cause them to relax their energy. That which at first was a wilderness of piled-up bricks, stone, iron, and rubbish, has gradually assumed the forms of symmetrical walls, solid pillars, imposing fronts, and massive roofs. The mason, the bricklayer, and the workers in iron and wood—thousands of them, with their plodding helpers—have wrought bravely and unremitt-

tingly; and the many noble monuments of their labor tell the wonderful story of their skill and diligence. And the work still progresses. There is no relaxation, no halting, no intermission. Walls are still rising; shapely structures are still growing up in this fertile garden of massiveness; the workers are still keeping up their clangorous music of the trowel, hammer, and derrick. Like stately ranks of newly uniformed soldiers, stand those lines of great, solid edifices already finished on various burnt-out streets; and like young, half-grown recruits preparing to join their ranks, are those new structures which are rising day by day beside them. What a noble army of architectural creation already occupies the late battle-field of fiery terrors! What a still nobler army, standing in immense regiments, imposing, ponderous, and grand to look upon, will, ere another twelvemonth, cover this wide area of our late desolation!

The total losses by the destruction of property by the great fire, as estimated in THE LAKESIDE "Fire Number," reached nearly \$200,000,000; and the losses by the depreciation of property and interruption to trade were estimated at nearly \$100,000,000. It is within safe bounds to say that at least one-third of the value of the destroyed property has been restored; and that the losses occasioned by depreciation and by interruption of business, have been more than made good. And this in the brief time of one year! Of course much of this restoration and recovery has been accomplished by the aid of Eastern or foreign capital; but the courage, energy, and *push*, by which it has been rendered possible, abide within the city itself. It is the faith of Chicago men in Chicago's capabilities and destiny, that has inspired and now animates Chicago's reconstructive energy. It is the same indomitable will and unfailing faith that made the original Chicago, that are now restoring her burnt streets to a solid and more imposing condition

than before the fire. Nearly all these men lost heavily—some of them lost nearly everything but their faith and courage; yet how soon they recovered from the blow which had stunned them, and with what a degree of sagacity and resolution they forthwith applied themselves to the work of restoration—a work which others who have never had Chicago's spirit infused into them, would have deemed utterly hopeless! It seems like boasting—and Chicago people have become accustomed to hear themselves ridiculed as boasters—but it is undeniable that there is that in Chicago's merchants and capitalists—call it "pluck," or call it what you please—which seems to render them capable of rising above all ordinary embarrassments, of surmounting the most formidable obstacles, and of discovering and availing themselves of all needed resources and facilities for success in any desired object of attainment. This is evidenced by the rapid growth and marvellous commercial development of the city during the score of years before the conflagration, in the resolute and determined manner in which the destroyed part of the city is being reconstructed, and still more strikingly in the wonderful recuperative power exhibited by the speedy re-establishment of trade, commerce, and the mechanical and manufacturing industries. In the latter respect—the restoration of all departments of business—Chicago's peculiar "pluck" has been even more demonstrative and effective than in the reconstruction of buildings. It does not seem credible, and yet "facts and figures" can be produced by our financial and mercantile community, our Board of Trade, and the mechanics and manufacturers, to prove that more business has been transacted and more money made in Chicago, in the aggregate, during the past six months, than during any former corresponding period in the city's history. We meet wholesale and retail merchants in the streets every

day, who inform us that their trade is much larger than it has ever been before. Those engaged in manufacturing enterprises, of every class, extent, and description, give similar reports. The amount of business has been limited only by the contracted facilities for transacting it, by which many, for lack of store-room in their temporary quarters, have been greatly embarrassed. This difficulty, however, is now being rapidly obviated by the almost daily additions that are being made to the number of large business blocks and store-rooms for their accommodation. The principal wholesale mercantile firms are already occupying their own edifices, of palatial proportions, and are employing small armies of clerks, porters, and teamsters, day and night, to meet the pressing and continually increasing demands of trade.

The hotels, too, large and small, have literally swarmed with guests during the entire summer; and the stranger having frequent occasion to visit Chicago, looks forward with delighted anticipation to a few months hence, when the several immense hotels now in process of building shall be completed and ready for occupancy, and he can again "take mine ease in mine inn," instead of being "stowed away" in narrow and unsatisfactory quarters, such as, with our present inadequate hostelries, he is now compelled to accept and be thankful for. The places of public amusement, of which we now have almost as many as before the fire, are also more largely patronized than previous to that calamitous event. The newspapers have been more prosperous, and all the professions are in the full tide of active work and legitimate money-making. New and grander edifices are gradually taking the places of the destroyed schools and churches. Larger and more massive elevators and other warehouses have risen from the blackened foundations of the old ones. Our several railroads are pressed to their utmost to

accommodate the demands upon them for passenger and freight transportation. Our street-car and omnibus lines, notwithstanding extensive additions to their number of vehicles, have never been so hard pushed to accommodate the public as they have been the past summer, and are now. Even the street newspaper peddlers and the bootblacks, the number of whom has apparently quadrupled since the fire, are in "high feather" over their daily successes, surpassing those of any preceding year.

These are very remarkable facts, not only as indicating Chicago's sudden recuperation and reconstruction, but also as demonstrating that the city is in fact greater to-day in all the elements of business life and progressive impulse, than it was before the fire. Even the population is larger by, at least one hundred thousand; and the average comfort and prosperity of the population are, speaking within safe bounds, at least equal to the ante-fire times. Who, in all the wide world, could have predicted this, or anything like it? And is there any other city in the world which, under like conditions, could have thus speedily regained her former position in metropolitan greatness, and have thus surpassed even her former self? Chicago may be ridiculed by her rivals as a "boaster;" but has any other city in modern times done as much to justify pride and self-congratulation? And yet, we will not take offence even at ridicule from our sister cities. Chicago feels, and always will feel, that she owes them, in common with all the civilized world, a debt of gratitude that neither time nor circumstance can ever completely cancel. Their prompt and generous measures of relief and assistance in those days and nights of our crushing calamity, have left their impress so deeply in Chicago's heart and memory, that ages cannot obliterate them, nor the spirit of rivalry blind her to a sense of her obligation. Chicago feels very kindly towards the world's humanity

in general; and no community has ever had better reason to feel thus, for none other has ever had such convincing proof of the world's kindly feeling towards it. If Chicago does occasionally give expression to her overflowing consciousness of doing great things and of being a great city, her neighbors must excuse her seeming boastfulness, remembering that the fire which consumed her buildings, her merchandise, and her homes, did not burn out her exuberant spirit, nor paralyze her power of speaking for herself.

Shortly after the great fire, and before the stunned and wounded giant had fairly regained his consciousness, many predictions were made, by friends and strangers, at home and abroad, of Chicago's future. Some shook their heads doubtfully, and said that Chicago would never be what it had been—that St. Louis, Milwaukee, and other Western cities, would now command and retain the trade which had made Chicago a great city—that this Samson's locks had been shorn by a flaming Delilah, his power forever destroyed, and he a hopeless prisoner in the hands of those merciless Philistines, Poverty and Despair. Others, aware that only a part of the city had been burned, that the site and the people still remained, and that the same elements and resources which had established on this spot so great and enterprising a community were as abundant and available as ever, predicted that our recovery would be "slow but sure," and that possibly in ten years Chicago would be quite as large a city as formerly. Other prophets gave us five years in which to restore the city and its business; but they were laughed at as wild, and their prediction was ridiculed as extravagant and absurd. One of Chicago's original pioneers, who had summered and wintered here for over forty years, and knew Chicago as well as if it had been a child of his own parentage, declared, one week after the fire, that "in less than three years the city will be entirely rebuilt."



The old man's spirit winged its way to the unknown world a few days ago, but before its departure his eyes had seen ample evidences to confirm his faith in Chicago's power of speedy restoration. His prediction will be more than fulfilled: in "less than three years" not only will the burnt part of the city be completely rebuilt, but the unburnt part of it will have almost doubled its extent. Already more than one-half of the square mile burnt over in the South Division, which was the very heart and life of the city, has been rebuilt in a style far more solid, imposing, and beautiful than originally; already has the tract of nearly two hundred acres which had been burned over in the West Division been almost wholly covered with buildings; already has at least one-fourth of the business part of the desolated North Division been restored; and the prospect is that the second anniversary of the great fire will see the entire South Division literally rebuilt, and the North Division, both in its business and extensive residence districts, well advanced in the work of reconstruction.

And not only will the entire city be speedily restored, but it will be much more substantially constructed and more beautiful architecturally than it probably ever would have been if its old trade centre had not been destroyed. Instead of a majority of the structures being three, four, and five stories in height, as formerly, they will now be five, six, and even seven stories high; instead of large numbers of uncouth and flimsily constructed buildings in the very business heart of old Chicago, which were not improperly called "balloons," "fire-traps," and "shaky affairs," there will be very few of that style of structures in New Chicago's business streets; and instead of that uninteresting monotony in the colors of building fronts and that awkwardness in the styles of architecture which formerly characterized the great commercial thoroughfares of the South Side, we are now having a variety of colors

and styles that is as refreshing as it is attractive. We grieve to note that some very questionable taste in architecture has been displayed in the plans and styles of some of the substantial blocks—an ignoring of artistic principles for the sake of novelty or effect; and in a very few instances undue haste and false economy have planted "fire-traps" in the shape of structural shabbiness in the midst of what is otherwise an exceedingly solid and virtually fire-proof part of the city; yet these cases are so rare that even the most critical observer would scarcely discover them. Where so many new buildings have been rushed into existence, and where so many different proprietors, architects, and builders, with their diverse interests, tastes, and purposes, have had parts in the general work, the wonder is that there is so little in the architectural aspect of our rebuilt streets that is deserving of harsh criticism. If, when these streets shall have been completely rebuilt, we can walk through them without finding more than we can now to shock the taste or to offend the judgment, Chicago will have remarkable occasion for congratulation, for it will be one of the finest and most substantial cities in the world, famous for its many magnificent edifices, its variety and beauty of aspect, and its ponderous solidity. So far from feeling inclined to carp at what has already been done, as do some hypercritical writers, we are disposed to applaud the good judgment so generally exhibited in the architecture of the rebuilt parts of the South Side, and to commend the example to those preparing for or contemplating the erection of new blocks on our prominent thoroughfares.

Brought to a realizing sense of the folly and danger of disregarding considerations of solidity and stability in putting up buildings in a great city, our citizens and their official representatives in the municipal government are wisely coöperating in a determination to keep all "fire-traps" in the shape of

recklessly constructed buildings out of the central portion of the city. The stringent ordinance establishing new fire limits, which was adopted by the Common Council last winter, might, without impropriety, have been even more stringent; but if that ordinance and the wise regulations framed under it, shall be uniformly and resolutely enforced throughout the wide district to which they apply, Chicago will have no reason to apprehend another destruction by fire. Complaint has occasionally been made within the past few months that the fire ordinance has been violated with impunity, and that the authorities lack the disposition or the courage to do their full duty in this matter—that, in fact, they have, for political or personal reasons, permitted certain persons to ignore some of the requirements of the ordinance without even a show of remonstrance. We cannot vouch for the truth or justice of these allegations. We would, however, warn those of our municipal authorities who are charged with the enforcement of the fire ordinance that any neglect on their part to compel respect for its requirements will, sooner or later, publicly redound to their serious discredit. They might as well turn incendiaries at once as to permit shortsighted or reckless men to plant "fire-traps" in the heart of the city. As far as the South Side is concerned, the ordinance has been strictly and in all respects observed, there being only two or three of the new structures in that part of the town that do not fully conform to its requirements, and those were well advanced towards completion before the ordinance was adopted. Had the precautions against fire dangers that now are being taken been observed when the city was originally built, it is safe to say that no such conflagration as that of last October could have swept as it did, in billows of consuming flame, through the very heart of the town. The original Chicago was a temptation to the flames; the new Chicago will, we trust, be able to defy them.

Two facts in Chicago's post-fire history are especially noteworthy. One is that the prices of real estate, instead of having been unfavorably affected, are, as a rule, actually much higher than they were a year ago. The other fact is, that Eastern and foreign capitalists have at no time hesitated to loan money on Chicago real estate. No better evidence could be cited of Chicago's stability, or of her continued progress towards metropolitan greatness. Another and an equally significant fact is, that none of our leading merchants were compelled to abandon their business by reason of their inability to purchase stocks of goods in the Eastern markets, on credit. All these merchants were burned out, but, as far as we can learn, not one of our old mercantile houses has failed to get all the credit desired—not one has succumbed on account of the fire. All of them have resumed business, and we have yet to hear of any one of them that has been seriously crippled in consequence of the fire, or that is not now having a large and profitable trade. Fortunate was it for our city and its future that its real estate, in which our people have such enormous investments, did not depreciate; fortunate was it for us that so many of the insurance companies were able to pay their losses; fortunate was it that capitalists did not lose their confidence in Chicago's power of recuperation and future commercial stability; and fortunate, too, very fortunate, was it for Chicago's mercantile community that Eastern jobbers and manufacturers did not turn their backs upon us in the midst of our trials and embarrassments. We were ruined by fire, but restored by faith. We at first supposed ourselves beggars, but awoke from the shock of our disaster to find ourselves heroes, the objects of the world's generous confidence, and the favored sons of Fortune.

Was not the Great Fire a blessing in disguise? In view of all the results, we are justified in asking this question. If, as some of the severer school of re-

ligionists told us, Chicago's baptism of flame was an exhibition of God's vengeance upon a wicked, proud, and presumptuous community, then it must also be that He soon repented of His severity, and changed the curse into a blessing. But, without entering upon a discussion of the theological aspect of the event, we cannot ignore the fact or the consciousness that what at first appeared to be a crushing, almost fatal blow, has in its general consequences proved beneficent. Those there are, doubtless, who lost property which they will never recover—some, perhaps, who have been hopelessly impoverished—and many whose sacred treasures of home and heart, swallowed up by the flames, are forever gone, nothing remaining but the sad memory in which they are embalmed. But turning from the consideration of individual unfortunates to that of the community and the city as a whole, it may, we think, be truthfully said that, all things considered, the fire will prove a benefit rather than a calamity. As we have already observed, the city's business and industrial interests have been more than reestablished, and their brief interruption and their losses are now remembered merely as exciting incidents of temporary duration. The merchants, the bankers, the manufacturers, the professional men, the mechanics, and indeed all classes of our people, from the plethoric capitalist to the plodding hod-carrier, are more prosperous and more content with their condition and prospects now than they were before the conflagration. The city outside of the burnt district has grown more rapidly than during any one year of its history. That the burnt district is being rebuilt more grandly, substantially, and beautifully, than it originally was, we have already stated. Before the fire, the eyes of the world gazed upon Chicago as a miracle of growth; at the time of the fire, the eyes and the heart of the world were opened widely by our disaster; and since the fire, the world's eyes, heart,

and ears have been directed hitherward in sympathy, anxiety, and wonder. It is evident, therefore, that as an *advertisement*, the fire was a great benefit to Chicago—it gave the city a more world-wide fame and interest than aught else could have given it. And what is equally a fact, and one which no thoughtful spectator who watches and takes note of events could overlook, is the change that has come over the feelings and spirits of many of Chicago's citizens. It has made them more philosophical—has softened and modified their natures—has linked them closer to the common brotherhood of mankind in the world at large—has liberalized and purified their sympathies and ambitions. They are less worldly, and yet more of the world—less presumptuous, and yet cheerful in the consciousness of their restored condition and resumed prosperity—less recklessly devoted to Mammon, and yet joyful under Fortune's smiles. We think we also perceive an increased sense of dependence upon the Power that rules over all and "works in mysterious ways"—a feeling that He who gives can also take away, and that, after all, there is something higher and better to live for and to work for than the possession of a superfluity of that which flames can devour. If the Great Fire has had this one effect—if it has made us less "of the earth, earthy," and developed within us a greater refinement of that sense which recognizes religion as a necessity, and honor and morality as sacred duties—it has, in this one respect alone, compensated us for all the trials, sufferings, and losses we endured during those terrible days and nights of our calamity. If, when we behold with grateful eyes the collection of a vast and noble free library, far superior to any we had before the fire—the gift of England's generous scholars and book-men—if, when we see the National Government rearing in our midst a magnificent edifice, incomparably larger and handsomer than the

one it will take the place of—if, when we see larger and more beautiful temples of worship, amusement, and trade growing up on the sites of those destroyed—if, when we see on every hand a degree of thrift, industry, and enterprise, that surpasses the former times—and if, when we see that Chicago is the cynosure of all the world,—we can also see and feel that we are a better people, more thoroughly grounded upon principles of prudence, morality, and religion, more refined in soul, and more developed in those elements of true manhood which make individuals, communities, and nations truly great, then verily has the Great Fire wrought an inestimable good—then, indeed, has our calamity been “a blessing in disguise.”

—As to the Future of this great and growing city of the West, no special gift of prophecy, no power of divination, is needed to presage its glorious destiny. This is a “foregone conclusion.” Its location on the great central highway of commerce, midway between the two great oceans, at the head of our vast internal lake commerce, and in the very centre of a broad and almost boundless region of country that is speedily filling up with an immense population of producers, and which, in fertility and resources of enterprise, commerce, and wealth, is unsurpassed by any of equal extent on the face of the earth, gives it a peculiarly commanding position. Its transportation facilities, already including a score of railways uniting it in speedy communication with every part of the interior and with the remotest parts of the nation, a canal connecting it with the Mississippi river, and a lake marine which already almost equals the tonnage of the ocean commerce of the chief seaports of the world, are increasing, extending, and multiplying with a degree of unexampled rapidity. Its capitalists, merchants, and manufacturers, being men of keen sagacity and the most progressive spirit, are swift to

improve every advantage, to secure to the city every additional tributary of trade, and to develop every resource that promises substantial increase and profit. It is already one of the chief markets and distributing centres of the continent for general merchandize and all the various products of the farm, garden, pasture, forest, mine, and factory, and must, from the very nature of things, always be so. Its manufacturing interests are developing and extending from year to year at a rate that is equalled only by the growth of its general trade and commerce. The population of the great States of the Northwest, of which it is, and ever will be, the commercial metropolis, is doubling with each decade; and with the increase of this population and the consequent increase of production and consumption, must Chicago, its market for buying and selling, be stimulated to continued advancement. Other large, prosperous, and populous cities will doubtless grow up in this vast region, but even as no others can have equal advantages of location geographically, or equal facilities commercially, so none of them need ever expect to compete successfully with Chicago as a trade centre. The time will doubtless come when Chicago's commercial necessities will create and establish ship channels westward to the Mississippi and eastward through Canada or New York to the seaboard, by which large sail vessels and steamers will have an uninterrupted passage to New Orleans and the Gulf in one direction, and to the ports of Europe in the other. Its commerce by railroad with the Pacific coast is already considerable, and this will be vastly increased when the great Northern Pacific Railway, now in process of construction, shall have been completed.

In view of all these indubitable facts and inevitable events and circumstances, no reasonable mind can indulge misgivings as to Chicago's future. We may reason from whatever basis we please, and make allowances for what-

ever adverse possibilities we may rationally anticipate; yet we cannot escape the conclusion that this already great city is destined, in the course of time, to be one of the world's chiefest and most populous commercial emporiums. There are those now living who will see Chicago with a population of over a million, even as there are those still living who saw its first log huts rising on the banks of its river, and who have witnessed its growth, in

less than half a century, from a rude Indian settlement to a city of 400,000 people. Chicago has a wonderful history; but it has also a glorious destiny. It has surprised the world by its growth, has startled the world by its Great Fire, and now amazes the world by its speedy Reconstruction. It yet remains for it to outdo itself, and to surprise its own people by its marvels of progress yet to come.

*Andrew Shuman.*

#### THE YEAR AS SEEN FROM THE BOARD OF TRADE.

PERHAPS no feature of the business of Chicago in the past has elicited more marked attention than its trade in the various forms of the earth's products. Merchandizing, manufactures, banking, and other pursuits, have been prosperous only as the toil of the agriculturist has been rewarded with abundant returns. Many intelligent observers, not familiar with the real foundations of the city's growth, have, from their distant and imperfect view, been wont to assume that much of our apparent prosperity was little else than a baseless fancy, almost certain to prove illusive, and at no distant day come to be recognized as one of the grand speculative manias of the age; but all such, upon a closer inspection of our surroundings and a clearer knowledge of the sources from whence the vast trade and commerce of the city are drawn, have promptly comprehended the situation, and cheerfully admitted the fact that, while the past history of the city has been of unparalleled prosperity, it has scarce kept within even hailing distance of the grand and constantly widening area of rich agricultural territory directly dependent upon it for a market, both for the sale of its surplus products and the purchase of its needed supplies.

As the mountain streamlet, quietly

pursuing its course oceanward, gathers to itself on every hand the contributions of its fellows from hill, valley, and plain, until its proportions, swollen to the majestic river, bears on its bosom the commerce of a state or nation—so the products of the agriculturist, gathered here and there, from points near and more remote, contribute to a mighty volume of trade, and form the basis of great commercial transactions, and in unobserved but countless forms, sustain vast industries, directly or indirectly ministering to all the necessities and enjoyments of mankind, whether in the rural districts or in the crowded city. Nowhere in the world is there, perhaps, so grand an illustration of the dependence of other callings upon the great foundation stone of agriculture, as in this great emporium of its products.

Necessity and convenience have ordained that the business of dealing in the leading products of the farm should be conducted by organized bodies of men; and the early magnitude of this branch of trade in Chicago induced the formation of the commercial body known as the "Board of Trade." To trace in outline the business of this organization since the city's disaster of October, 1871, will be the object of this article.

The great fire occurred at a time when the current movement of grain was unusually large, the week ending October 7th having witnessed the largest arrival of wheat of any one week since the city had an existence, while in other varieties of produce the movement was unusually free. All this was brought to a sudden stand; and when the smoke and confusion had begun to clear away, many desponding ones began to express fears that in the short season still remaining before the close of water navigation it would be impossible to so reorganize business as to induce any considerable return of the movement that it was feared would be at once diverted to other points, while all felt that the remaining autumn trade must be materially reduced. To show how very far such calculations were from the reality, it need only be stated that by the close of October the grain movement had fully resumed its course, and for the months of November and December the aggregate receipts of grain amounted to 11,863,937 bushels, against 6,818,314 bushels for the corresponding time in 1870, and 6,246,042 bushels in 1869. The destruction of a large percentage of the grain storage capacity of the city began to be seriously felt early in the winter; and long before the resumption of lake navigation in the spring of 1872, every available place was filled to overflowing, and most of the railway lines were compelled to refuse the transportation of grain consigned to the city. This resulted in a much larger diversion than the direct effects of the fire at an earlier day. As soon as storage facilities were relieved by the lake movement on the opening of navigation, the flow of grain again commenced, and during the season has been much above previous years, though at times it has been restricted by the lack of facilities for its storage and proper handling. One of the first difficulties and complications resulting from the fire was the adjustment of the outstanding engagements entered into and pending

for the delivery of grain. This species of business, though frequently carried to great excesses, is by no means an insignificant feature of the legitimate grain movement. The operations on time contracts at the time of the fire were of unusual magnitude; and as a large portion of them were maturing at the pleasure of one or the other of the parties, and all the financial affairs of the city were, for the time being, in confusion and uncertainty, it was deemed best that a general settlement of all maturing obligations of this character should be had on the basis of prices current at the time the great calamity fell upon the city. A resolution to this effect was adopted by the Board of Trade among its first acts; and while such a proposition could not be enforced as legal, it was so manifestly equitable that nearly all interested promptly acquiesced in its propriety, and accepted it as the best means of avoiding injustice and the exactions of avarice. In a few instances, parties demurred to this proposition; but it is to the credit of the Board that it refused to enforce its discipline on any who promptly manifested a willingness to accept such a basis of adjustment. Some cases were carried into court, but generally with poor success, the sympathy of both court and jury being rather with the defendant in a case where it was apparent any advantage was sought to be obtained by the general calamity. Comparatively little of derangement, injustice, or ill feeling resulted from this arrangement; and in a short time ante-fire engagements were adjusted, and the trade were prepared for a new start. A few left the city, some perhaps permanently; but most to soon return and resume their former position and business.

Of losses and embarrassments, the members of the Board of Trade suffered their full share; but it is safe to say as large a percentage of persons promptly and manfully met their obligations in full as of any class of our citizens. Of losses resulting from bank-



rupt insurance companies, the members of the Board suffered probably more than any other like number of persons. A large amount of local insurance stocks were owned by them which proved total losses, and in addition heavy losses were sustained on policies; local insurance had been much in favor, and the large risks on grain in store were supposed to be protected by policies in home companies of previous high standing.

On the resumption of business new faces and new names began to appear, quite sufficient to offset those who had withdrawn; all found a satisfactory field of operations, and all seemed inclined to bear a hand in restoring the business of the city to its former proud position.

For the transaction of its business, the Board secured temporary accommodations on the west side of the South Branch, and at a later day occupied more eligible quarters on the South Side, at the foot of Washington street, where they will remain until the completion of their permanent building, which at this writing is expected to be dedicated on the anniversary of the great fire.

The new Chamber of Commerce building, occupying the same site (corner of Washington and LaSalle streets) and being of the same size as the one destroyed, is vastly its superior in point of design and excellence of construction. The material is a mellow, pleasingly tinted Ohio sandstone, the selection of which reflects great credit on the good judgment of the committee having the matter in charge, their discernment as to its durability and other good qualities being endorsed by the architect of the General Government, he having since selected the same stone, under strong competition, for the immense Government building about to be erected in this city. No pains or expense have been spared in making the building in every respect all that could be desired, and in workmanship and finish it is conceded to

far surpass any building hitherto erected in the city. The work has been pushed to completion with as much vigor as was consistent with thorough care in every detail. The former structure required over eighteen months in erection, while the new one, at a time when the pressure for material and workmen has been unprecedented, will be completed in less than two-thirds of that time. The building is 93 feet on Washington by  $181\frac{1}{2}$  feet on La Salle street, occupying the space surrounded by the above streets on the north and west, and Calhoun and Exchange places on the south and east. The basement story, which in the old building was some five feet below the sidewalk, in the new is seven inches above it, making very desirable offices for banking, insurance, or other business purposes; the main office story is arranged substantially as before, with the improvement that every office in both these stories is supplied with a first-class fire and burglar proof vault.

The apartments to be occupied by the Board of Trade are somewhat differently arranged from those of the old building, and greatly improved in convenience and completeness of finish. The main Exchange Hall is 142 feet in length by 87 feet in width, with a ceiling 45 feet in height, the whole entirely free from columns or other obstructions. A commodious visitor's balcony stretches about two-thirds of the distance across the south end of the hall, from which a full view of the room may be obtained. The president's rostrum at the north end is an elaborate and elegant piece of workmanship, and in size is somewhat larger than the former one. The frescoing of the ceiling and side walls are in admirable taste and unique design, the ceiling especially being a marvel of artistic beauty and completeness. On either side of the rostrum is an oil painting of large size, representing allegorically the city's great calamity. On the right is represented the fiend of destruction passing over the doomed city, with lighted



torch, scattering and communicating flame to everything within its pathway. On the left is seen the angel of mercy guiding two cherubs laden with the contributions of charity to succor and relieve the distressed and needy of the smitten populace; while at her feet the ghastly ruins, smoking and tottering, forcibly recall the never to be forgotten desolation, and its attendant man-

ifestation of the noblest impulses of humanity, as displayed in the day of our sore and pressing need. In either of the four corners of the hall are offices for telegraphing, communicating with all parts of the world, and reporting current transactions or receiving orders, the execution of which here, more than in any other city, are consummated with lightning rapidity. The



THE CHAMBER OF COMMERCE.

offices of the Board are located in the southwest portion of the building, and connecting with Exchange Hall; these are divided into a general business office, secretary's office, and library room, all tastefully fitted and furnished. In the general business office is a very large and (believed to be) entirely fire

proof vault, for the storage and preservation of books and valuables. The southeast portion of this floor is devoted to a well lighted and ventilated reading room, wash room, coat room, etc., etc. Over the office portion is the directors' room, with ante-room connecting, and opposite are committee

rooms; all furnished in keeping with the character and objects of their use. The wood finish of the entire building is in walnut and ash, giving a rich and pleasing effect. All the principal doors are of glass, with elegant and costly trimmings; all vault doors are supplied with the most approved pattern of safety locks.

The building, when complete, will approach a cost of \$325,000, probably but little, if any, short of that figure; and its rental promises to yield an income of full ten per cent. on the cost of it, and the value of the land upon which it stands.

Some months previous to the fire, the Board had provided a smaller hall for trading and the meetings of members at other times than the regular hours of high 'Change. This hall was also destroyed. The necessity for a similar hall being still urgent, arrangements were made with the Chamber of Commerce corporation for the erection of a building on their lot next south of their main building, and fronting on LaSalle street, and that building is now nearly completed, and will be ready for occupancy early in October. The Board of Trade have leased this entire building, and have been permitted to dictate its manner of construction. In this building, immediately above the basement story, is an elegant hall or trading room, 26 by 101 feet, where will be held the "call" or auction session in the afternoon, and also a meeting before the regular 'Change session. The remaining portion of this building has been sub-let on very favorable terms, so that this arrangement will not result in any additional tax upon the membership.

Upon both these buildings, except the office portion of the larger one, the Board holds a lease until May, 1865, at no re-appraisal of rental, and also holds considerable stock in the corporation owning them, so that probably it stands in as good a financial condition at the present time as any similar organization in the country.

The general business on 'Change, as has been intimated, soon adjusted itself to the new order of things, after the fire, and in volume rapidly acquired its former proportions. While the legitimate movement of property to and from the city has in no wise abated, the speculative trading has developed into unwonted proportions. This class of business, while more or less objectionable in some of its aspects, is not by any means wholly an evil; through it we are always enabled to enjoy a demand for property in vast amounts, at prices that could not be realized for it under the ordinary course of a trade regulated by supply and consumptive demand. Chicago, more than any other point, is the centre of this class of trading, and it in no small degree has contributed to make it the leading market of the world in grain transactions; and in provisions also, a very heavy trade of a speculative character has grown up within the past few years. Local traders form but a small minority of those interested in these operations; parties from almost all parts of this country, and also from Canada, are constantly operating through our local commission merchants, and whatever of derangement has occasionally occurred, must be chargeable to them in at least as great a degree as to our own people. After the fire both grain and provision speculations greatly increased, and it may be safely assumed that the year 1872 will have witnessed very much the largest amount of this species of trading of any of its predecessors. The amount of outstanding obligations has at times been quite fabulous, and men of ordinarily shrewd and business like calculations have become apparently borne along by a current of excitement, regardless of sound business principles, and sometimes reckless of consequences. As a whole, speculations have not resulted satisfactorily, and it is to be hoped a wholesome check may have been realized, for the extreme rashness not infrequently obtaining in days past. Experience has

developed weaknesses in the mode of doing this business that are being repaired as brought to notice, and the ingenuity of practical men of long experience is invoked to perfect regulations for the safe conduct of this important and irrepressible class of trading; it is probably not wise to attempt to suppress it, if that were possible, but it may be rendered safe from combinations formed with a view of extortion.

There has been no more marked feature of increase in the city's business than in the live stock and provision trade, in which Chicago is now the acknowledged leader. The transactions in provisions, even during the

summer season, have been immense, and all indications now point to a larger provision packing the coming winter than ever before.

The membership of the Board is largely in excess of a year since; and at the near approach of the close of one year after the "great fire" there is a general feeling of satisfaction that so great a calamity should have left so few unhealed wounds, and all share in high hopes for the constantly brightening future, and feel that no period in the past has been more full of promise for future great prosperity and advancement.

*Charles Randolph.*

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#### BUSINESS OF THE YEAR.

THE catastrophe of one year ago, by which almost the entire business heart of Chicago was wiped out by one stroke of the besom of destruction, occurred at a most inopportune time. The comparative inactivity of summer commerce had lapsed into the past just long enough to enable our merchants to fill in with more ample stocks of goods than they had ever before opened out to the inspection of customers; and they were just rising on the incoming tide of a prosperous business season, when the destroying angel passed over the city, and made havoc as great as on that other eventful night when the whole army of Sennacherib were turned into "dead corpses." And this, too, almost on the edge of winter, when scarcely time enough was given to the shivering multitude to huddle into the buildings left standing, and to extemporize a few rude board shanties, ere the biting breath of the frost king was upon us, and we were locked up for months in his icy embrace.

Had the dire calamity occurred at a much more favorable period of the year, the situation would still have been so appalling that men of ordinary business sagacity might well have regarded as almost hopeless the effort to reconstruct the city, and call back the tide of commerce that ebbed out while the fire was in progress. But at that epoch the prospect was most gloomy. Not only were our vast piles of buildings changed into shapeless rubbish, and an almost untellable wealth of goods consumed, but it did seem as if the stoppage of our business would be of so long duration as to render it impossible for our city to again assert its position as the commercial metropolis of the West. The winter needs of that vast section of country that had drawn its supplies from Chicago for so many years past, were not yet filled; and it seemed impossible to recuperate in the dreary winter to an extent sufficient to enable our merchants to prepare for the spring trade. Here, then, was a prospect that at least two entire busi-

ness seasons would be a blank; and that by the time we should get ready to resume, other cities would not only have taken our custom, but held it long enough to prevent its return to the scene of so many commercial conquests in the past. It was well known that the merchants of several other cities stood ready to profit by our misfortune, that they looked upon it as their "opportunity"; and they embraced it to the full extent of which they were capable — some of them stooping to the most disreputable conduct to win the golden prize away from us and keep it. With such a long delay in the race that it almost amounted to a distance, the idea of again taking the lead of the swift moving throng might well have seemed hopeless to any less enterprising than those who had once before built up Chicago.

But there was no faltering, not a word of despair; scarcely time taken even for a rapid survey of the extent of the loss, ere our people were on their feet again, and pressing forward.

With the business confusion that reigned for the first two or three weeks after the fire, necessarily made greater by the diversion of effort to care for the homeless ones, many of our readers are painfully familiar from personal experience; for the rest, most of them have been informed by the daily press, and the "fire books" that were published in such numbers as to recall to mind the closing words of the fourth Evangel: "I suppose the whole world would not contain" them. We need not, therefore, do more than refer to the rush of our business men to find new locations long before the flames had expended their pristine fury, as an evidence of the inexhaustible energy of our mercantile community, and its dauntless faith in the future of the burned city. Every place available for a business location was greedily seized upon, and thousands of places that would previously have been refused disdainfully, were taken with an almost incomprehensible avidity, at a

time when certainly no one *knew* that the blow was not too severe to be recovered from. The surplus energy that remained after this transformation, took the form of shanty life; and soon the burned district wore an aspect that bore strong resemblance to a frontier mining town — only that we had a profusion of broken bricks, and ruined trees, and curiously twisted iron beams and columns, instead of the boulder-*débris* of the mining camp.

Between the two, nearly all had found places within the twenty days next succeeding the catastrophe, and business was resumed; while, appropriately enough, many of the leading wholesale firms (no longer *houses*) had spread themselves, their shanties, and their newly arrived goods, along the shores of that lake whose bosom had for years been whitened by the sails that bore onward the commerce of the wonderful Chicago.

The obtaining of suitable (?) locations in which to reopen business, was really the most difficult step in the reconstruction of our wholesale trade. With a less active community there would necessarily have been a complete cessation of supplies for several weeks, till other goods could be ordered and received from the East; but our mercantile transactions were on so grand a scale previous to the fire, that no building that could be constructed would hold goods enough to fill the orders of one week, with many of our leading firms. Their supplies came in, as it were, on an endless band, every train bringing in vast quantities of merchandize. At the time of the fire the railroads between here and Eastern cities were bearing some thousands of carloads of goods towards Chicago, amounting to \$150,000 to \$200,000 for each of not a few of our wholesale houses. And these goods arrived here as rapidly as the choked facilities of the railroad companies would permit, forming full lines of goods, which accumulated in and near the railroad depots till they could be taken away to

the shanties rapidly improvised for their reception. It really became necessary to slacken up on orders, instead of increasing them, till accommodations could be procured; and the moment that room had been provided, the stocks were as full as could be handled. Thanks to Eastern faith in the energy and enterprise of Chicago, there was not only no backdown in forwarding supplies, under the fear of a hiatus in payments, but money as well as goods was sent on in almost fabulous amounts to set the city on its feet again. The East felt that it could not do without the trade of the commercial focus of the great Northwest; and recognized at a glance that Chicago must occupy that position in the future as in the past.

The earlier attempts at reconstruction were beset with difficulties, however, of the same character as those which prevent the escape of a crowd from a burning building. The rush was so great as to impede progress. The pressure upon the railroads and the telegraph lines was so tremendous that, with their facilities also crippled by the fire, they were literally overwhelmed, and unable to transact as much business as if there had been no rush. With the utter destruction of nearly one hundred and forty million dollars' worth of movable property, fully one half of which was mercantile goods, on sale, a large part of the immediate supply of the whole West was swept out of existence, and the loss required no mean effort to replace it, especially as the continuous demand must be met in the mean time. It is no wonder that our railroads should be laden down with merchandize; that whole streets should be blockaded with goods, before structures could be built in which to house them, or that the commerce of the city should be reconstructed on a grand scale 'mid the lurid light of the still burning ruins.

So far, therefore, as the wholesale trade of the city was concerned, with a few exceptions, about three weeks

would cover the entire period of partial interregnum; while the time of entire cessation of business by the recent occupants of the burnt district, was scarcely one week. That would give an average loss of only two weeks' business, or about four per cent. of the entire year. But during that short time the merchants of other cities had not been idle. Many had industriously circulated the story that Chicago was destroyed as effectually as was Babylon of old, and that for all commercial purposes the Garden City might as well be sown with salt—that Ichabod was written upon her ruins. Some of them even went so far as to circulate the report that a fearful contagious disease was playing havoc among the starving survivors of the first carnage—in the hope of frightening off those buyers whose faith in her commercial superiority was not otherwise destroyed by the rude blast of adversity that had overtaken us.

But what was the result? A few stray buyers from the country caught at the bait, but rejected it without swallowing. Other cities were not so well prepared to transact the business of Chicago as this city was the day after the fire; and long before they had expanded to meet the requirements of the situation, in some measure, Chicago was all right. Neither St. Louis nor Milwaukee could offer the same goods, nor anything like a satisfactory assortment, to those who had been in the habit of looking through our choice but mammoth stocks; while it was soon found that those cities were equally behind in the matter of prices. Our merchants had been satisfied with small profits on a big trade. That told the secret; and the comparison thus practically instituted was of more real service to us than if the fact had been preached for years by a whole army of gentlemanly drummers.

Of course very many of our business men felt themselves embarrassed by their fearful losses in the fire, but not many in the sense in which the word is

generally understood in commercial circles, though the failure of many trusted insurance companies entailed entire loss on vast amounts of property that had been thought to be adequately protected. A few compromised at fifty to seventy-five cents on the dollar; about twice as many paid up in full on the maturity of their notes; and the remainder asked for extensions of time on their indebtedness, which was, in most cases, cheerfully granted. Most of those obligations have since been met—principally paid for out of the profits of the immense trade of the past year.

It is very difficult to ascertain the exact volume of that trade; but not hard to ascertain that it is larger in the aggregate than for the twelve months preceding the fire. The united clearings of the banks since the fire aggregated about \$860,000,000 to the 15th of September, against \$922,000,000 for the year preceding the fire. The clearings for the remainder of the twelve months will make the totals of the two years nearly equal. But a little consideration will show that this comparison does not necessarily give a correct view of the situation, as these footings of aggregate credits only show the amounts deposited in the different banks in checks on each other. The direct business of the mercantile community with the National and other banks in the city has enormously increased. We have had at the time of this writing, no statement of the condition of the National banks since June 10th. At that date the nineteen National banks in our city showed a deposit line of \$30,342,922, against \$16,774,514 only eighteen months previously; and this does not include the deposits in the Savings banks, which have probably increased in even greater proportion, owing to the vast increase in the number of well paid workers in the city—they will make the aggregate of deposits fully \$40,000,000. In June these National banks had an aggregate capital of

\$8,300,000 and a surplus of \$3,103,427; total (in round numbers) \$11,400,000 against \$9,600,000 in December, 1870—an increase of nearly twenty per cent. Including the private banks of the city, without the Bank of Montreal, which has established an active agency here since the fire, we shall have a total bank capital and surplus of not less than sixteen million dollars. One National bank has been added to the list within the past twelve months, and two others have just been authorized to do business. We have also two new Savings Banks, making about eight that are almost exclusively "savings."

The number of wholesale business firms has slightly increased within the past year—though some departments show a small reduction. Immediately after the fire the tendency was largely to consolidation, and many instances were met with in which formerly rival firms joined hands for the purpose of saving room. But this was not the rule. The leading houses sought to work out their own destinies, as before the catastrophe; the different members manfully determining to stand by each other in adversity, as they had done in prosperity. In a few instances the senior members retired, and younger blood was added. Such changes were, however, far less numerous than might reasonably have been expected.

It would be impossible in a magazine article to sketch all the changes in the direction of trade within the year. We may state a few of the most prominent, from which the rest can be inferred.

In Groceries, etc., some eight or ten new firms have been added; only one of the old firms dropped out. The aggregate capital is somewhat greater than a year ago, and the volume of trade for the twelve months will aggregate not less than fifteen per cent. of an increase. Much of this is due to the largely augmented consumption of the city, the rest is due to the continuous expanding of the area of the country supplied from our midst. The



practice of direct importation is growing rapidly, especially in tea, which can be brought here directly from San Francisco for eight to ten cents per pound less than the cost of the same article when brought from New York.

In Dry Goods and kindred branches the number of large jobbing houses is about the same; one or two of the smaller ones dropped out. The volume of trade is fully thirty per cent. larger than a year previously, as measured by the number of yards of goods sold; but the pecuniary augment does not show more than one third of that gain, as purchasers have bought more largely of the cheaper classes of goods than heretofore.

In Drugs, the business of the year does not show much improvement; the increase has been marked recently; but it is probable that it is little more than enough to offset the delays of the first few weeks succeeding the fire. One great reason of this relative standing still is the fact that manufacturers' goods were in much reduced enquiry for several months, owing to the difficulty of re-commencing work in establishments where the entire stock of machinery was destroyed by the flames.

Boots and Shoes show a large increase, though it can scarcely be measured. Crockeries exhibit enhanced sales, which have been estimated at not far from twenty per cent.

The Metals, Iron, and Heavy Hardware, have met with a surprisingly increased demand, in spite of the scarcity of supply and the rapid advance in prices. Two of our largest houses have done a business of 33½ per cent. more since the fire than in the preceding twelve months; and that percentage is probably not far from an average for the whole trade.

It may seem almost impossible, but it is none the less a fact, that the Lumber trade shows very little improvement. It is true that the building needs of Chicago have called for enormous quantities of lumber; but the high prices ruling here, in consequence of

this demand, the forest fires of last fall, and the very high rates of freight this summer, have put a big check upon country consumption, so that our shipments have very much decreased in volume.

The Produce trade of the city exhibits a large increase. We have received not far from five million bushels of grain more than in the previous year; many more cattle and hogs, and nearly all the surplus pork in the West—some of which increase is due to the speculative excitements in grain and provisions, for which our market has been famous during the past summer.

The retail traders of the city were much less fortunate at the outset than their wholesale brethren. Very many of them lost their entire capital in the fire, and obtained little or no benefit from their mis-called insurance. They were thrown upon their beam-ends—as the nautical phrase has it—having no credit. But most of the leading houses soon re-commenced business (some in two or three different parts of the city), and the others gradually followed suit. Six months after the fire the number of stores and restaurants in the South and West Divisions of the city was greater than ever; but “der Nord Seite” was still behind. Our retailers have all done very well since the fire, without exception. Hardware and other building materials were wanted in scarcely countable quantities, and hosts of tools were called for to aid in rebuilding the city; while the noble army of workers who came hither from other points to help to reduce the quantity of our dirt (“matter out of place”) materially swelled the number of consumers of bread, lager, boots and shoes, clothing, bedding, groceries, whiskey and the other *et ceteras* of civilization. Then the personal effects burned up on the 9th of October needed to be replaced as rapidly as circumstances would warrant, and thus arose an enhanced demand for books, jewelry, musical instruments, pictures, etc., in addition to the more personal comforts



of clothing, beds, and ordinary household furniture — of which vast quantities were wanted, though the first named was liberally supplied by donations from other cities, both to the masses and directly to individual friends. Indeed, we are warranted in saying that the retail classes have never experienced such a successful year, and it is possible that they never may again.

The manufactures of the city exhibit a wide diversity as regards aggregate success during the past year. Of course the manufacture of buildings has been active; another article in this number will tell that story. And the fire did little to interfere with this, as most of the planing-mills and brickyards were outside the limits of the burnt district. Per contrast: eight out of our ten flouring-mills were burned to the ground, and not one of the eight has been rebuilt; the remaining two have been active and profitable. Our boot and shoe manufactories, which were rapidly supplanting Massachusetts in the affections of the multitude who walk on sole leather, were all destroyed, with most of the tanneries; while the packing houses were untouched. Our manufactories of agricultural implements, etc., mostly escaped, except the mammoth establishments of McCormick and Schuttler. The same vigor has been displayed in rehabilitating the destroyed manufactories as in mercantile recuperation; but the work was one of longer time, as much of the machinery was required to be made to order. And wonders have been performed in this direction. Exclusive of buildings, our manufactures foot up \$103,000,000, against \$77,000,000 in 1870; an increase of  $35\frac{1}{4}$  per cent. Inclusive of buildings — \$44,000,000 against \$12,000,000 — we have \$147,000,000 the past year against \$89,000,000 in 1870, or an increase of  $66\frac{1}{4}$  per cent.

We footed up the wholesale sales of the calendar year 1870 at \$402,500,000. A rather hasty survey of the field leads to the conclusion that the total for the

past twelve months is at least \$450,000,000, which is but little in excess of the *rate* established by the first nine months of 1871.

We have alluded to the increased retail trade of the city, due to an extraordinary augment of the population. The Directory compiled by Mr. Edwards in May last, gives a total of 126,000 names, which, at three and a half persons to each name — a lower ratio than is usually accepted — gives a population, permanent and floating, of about 440,000 souls, against 330,274 a year previously. This would be an increase of fully 100,000, or about thirty per cent., against an increase of 35,000 souls, or twelve per cent. from 1870 to 1871. If, however, we remember that the great majority of the workers who have come hither during the year have left their families behind them, we can scarcely help concluding that the rate of three and a half to one is much too large. The School Census just completed by the Board of Education shows a population of 88,496 in the South Division; 214,344 in the West; and 64,566 in the North Division. Total, 367,406, which is an increase of 33,000 over the 334,270 of June, 1871. The most remarkable fact shown in these figures is the great preponderance of population in the West Division. A great many of those who removed thither a year ago, have since moved back eastward; but the West Division still contains nearly sixty per cent. of the entire population of the city.

A general effort has been made by our business men to reach permanent quarters on or before the first anniversary of the fire; and the great majority will have been successful by that date. A walk along the lake front in the middle of September showed that much more than one half of the improvised structures there had been vacated, and preparations were being made for removal in so many other cases, as to lead to the belief that Barrack Row will be almost tenantless by the 9th of October. The same remark

will apply to most of the other shanty growths, though not by any means to all. There is one great drawback that prevents many from occupying expensive stores in the heart of the burned district before spring—that is the fear that these places of business will be practically unreachable by the public during a large part of the winter. The streets are certainly in anything but an inviting condition—especially for ladies, as the sidewalks are generally *non est* where buildings have not been erected. This cause will keep many stores vacant during the winter, unless the city authorities take prompt action in the matter, so as to get the streets into passable order before the advent of cold weather.

In a business aspect, Chicago has more than recovered herself during the one short year succeeding her great calamity. She has actually achieved more than the most enthusiastic believers in her magnificent future had dared to hope. She has proved herself to be possessed of those sterling qualities for which she had credit before; and no one can doubt that, like gold, which is all the more highly valued after it has been tested in the fire, Chicago will take still higher and higher rank as a business centre, and will be much more largely identified with the commerce of the world in the future than in the past.

*Elias Colbert.*

#### THE EFFECT OF THE FIRE UPON REAL ESTATE.

THE first prediction, both at home and abroad, as to the effect of the fire, was the utter ruin of all who were loaded with Real Estate, and all the interests involved with such parties. An impression prevailed that Chicago property was covered with mortgages, especially that property in the best sections of the city, occupied by valuable buildings; and it was broadly asserted that no restoration by former owners could be expected. It was known that the speculations of the two or three years previous had loaded many parties with outside property in the most favored sections, and especially along the lake shore stretching to the south. The writer was one of a group gathered in a New York hotel on the receipt of the first news of the fire; and a discussion of its effects was, of course, in order. The assertion was made by a St. Louis gentleman, with whom it is feared "the wish was father to the thought," that Chicago had been set back for twenty-five years; that St. Louis would now possess an opportunity for a rapid stride forward that

Chicago could never hope to equal. Another party, an Eastern capitalist, took issue, and said that, on the contrary, he believed now was a good time to buy Chicago real estate cheap; and that he should himself, within two or three weeks, make investments in Chicago property to the amount of two to three hundred thousand dollars. He expressed a feeling which guided very many of his class to similar action; and within the period of two months after the fire, several millions were placed in readiness for investment in Chicago by agents here. It is interesting to look back and see how completely disappointed were these would-be buyers on an imagined fall. Few such sales were made, and we scarcely know the instance of such a sale made to outsiders. Every piece of real estate offered at reduced rates was snapped up by inside parties, and the outsiders were kept out.

Another fact was prominently developed, not before unknown to our citizens, but amending the received reputation as to the mortgaged condition of

the city. A very large share of the best portion of the burnt district, in the heart of business, was really held by old citizens, or residents of more recent wealth, who did not owe a dollar on it. And the immediate improvement of these lots on a large scale was commenced and carried out, or pushed far towards completion before the close of the year, by parties who were able to rely on their own resources without borrowing. This remark applies to numerous blocks on Lake, South Water and State streets, and Wabash avenue.

Another fact, equally striking, became apparent: that those parties who suffered most severely by the fire, in the destruction of the noblest business edifices, were certain well known capitalists who had made immense purchases during the spring and summer of 1871, in the new Park and Boulevard region. Not only have these parties retained every foot of outside property, except some scanty portions sold for a handsome advance, but they have made themselves notable by the erection of a class of buildings on their inside property better than before the fire. The slight reaction in confidence among holders of property on the best business streets was transient; and not only did the bulk of this property regain its former tone, but a marked and steady advance extended to a wide belt of adjacent property towards the river, along Market street, Fifth avenue, Franklin street, and southward to Jackson, VanBuren and Harrison streets, which latter may be said to bear to-day the same relation to the business centre of Chicago as its southern boundary, that Monroe street, five blocks north, had one year ago. It devolves upon other writers in this issue to speak of the character of buildings on Wabash avenue, Clark, Dearborn, State streets, Michigan avenue, and LaSalle street, which have given a new prominence to the region thus indicated; and through these streets is the extension southward of the best business quarter.

It may be said, without invidiousness

unbecoming an article of this general character, that the new belt from east to west, making Randolph street its north boundary, has secured features of permanent development that will make it, for the next generation, the business heart of Chicago. In this tract are all the public buildings, among which the new Custom House and Post Office, to cost five millions of dollars, is pushed near to its southern verge at Jackson street. The new Court House is a creation of the immediate future. The great hotels, which are to bear far and wide the fame of Chicago, are in the same quarter; and convenient to the whole, on the lake shore and river, the great railway passenger houses, built or projected, will still further secure the future of this great nucleus. All the churches of the city which were in this area, with one exception, have been carried southward in the resident section, leaving all north of Harrison street clear for business. This one fact is a key to a general remark, which may be accepted as the grand result of the fire, reaching to the utmost verge of the city. Chicago property now stands better classified, and its future more distinctly marked, than could have been possible before the fire. To-day it is not difficult for the shrewd capitalist or small purchaser who studies the new business centre, the location of the railway depots, and the wide sweep of the Parks and Boulevards which enclose the city, to decide something near what will be, with moderate prudence, the character and future of each section and quarter of the city. The different departments and grades of business and residences are assigned; and although in some localities an artificial development may vary the result, nothing can change the general rule. Within the city limits, homes for the poor, quarters for the humble trades, districts for the chief manufacturing enterprises, retail streets of the various grades, boulevard regions and the meaner purlieus, are distinctly marked and foreshadowed.

The transactions in real estate for the year have been very large. They have astonished all, and exceeded the predictions of the most sanguine; the tendency being chiefly to outside and acre property, with the expectancy of larger margins than could be offered by investments in more settled localities. A fact most gratifying is, that purchases of inside property of best grades have been for first class improvements. And we may here repeat a fact that we feel assured has not escaped the notice of other writers in this issue, that in most cases the improvements thus noticed in stores and places of business are of a better class than any known before the fire, and are now occupied, or will be, by the oldest business firms of the city; in not a few instances the firms themselves building their own stores. One reason for this splendid result thus far demonstrated, is the widely expressed confidence in Chicago and her future from the outside world, and which reflected directly on the markets and business of the city, and for which expression the fire furnished both the occasion and the test.

The amount of securities taken in Chicago during the present season is immense, and placed among the most solid and cautious money lenders of the country and the world. We believe no correct figure of the amount can be given; but it may be inferred from the outlay for building during the last year, which belongs to another department of articles. But, so far as it pertains to this branch, one fact may be detailed as a sample of many: A single lender in Chicago, whose loans before the fire amounted to \$1,250,000, has increased the amount a million, and states that his security to-day is twenty-five per cent. better than before the fire. No stronger proof of the confidence in the future should be asked, or could be given. One fact remains to be discussed at this point, which has had an important bearing on the market through the year: the

destruction of the Court House and the records swept out of existence — the evidences of real estate titles. By the system which originated in Chicago and has been perfected here through the last twenty years, a large check to the disaster in the loss of the records has been secured, which, but for such substitute, would have been appalling in a city like our own. We refer to the voluminous abstracts, carrying a complete history of every title, and with which it has been customary to accompany all sales of Chicago real estate. These abstract books are the property of several distinct firms, who have derived therefrom a very lucrative business, growing each year with the increase and bulk of transactions. It was to these parties, therefore, that the public has had to look for the sole evidences of title. The only questions now are, how to advance the character of these substitutes, and legally establish them in place of the records of which they are copies. We have to consider that the legislation intended to have that effect was most unhappy, ineffective, and without result, so far. Something may be known of the value of these books and the business based on their employment, by the fact that \$75,000 to \$100,000 have been more than once paid for a half interest in one of these firms. Throughout the larger part of the season, these abstracts have been unavailable by reason of a construction of the new statute above referred to, and believed by the abstract men to be oppressive and destructive of their legitimate business. Abstracts have been withheld through months of the busy season, to the direct injury and postponement of building plans which would otherwise have been pushed forward. At present writing (September 20), matters in relation to these abstracts are at a complete dead lock, the public authorities refusing to pay the price, and the abstract men being firm in their figures. It deserves to be stated, with a view to a complete understanding as to the

abstracts, that, other opinions to the contrary notwithstanding, the burdens on real estate by this Chicago system have been lighter, and the results far more satisfactory, than have followed the custom of other cities, where, in place of an elaborate abstract giving the history in every particular, and plainly skeletonized through its entire extent, back to the government patent, it is customary to give only a lawyer's opinion as to the title, leaving it a question of the reputation of the lawyer, and putting no evidence of the title in the hands of his client. The lawyer's fees in most instances in New York, Boston, and Philadelphia, will be found to exceed the demands for the clerical labor by our abstract firms.

Surveying the entire city, from Lake View to South Chicago and from the lake shore west to the city limits, one fact may be noted, universal in application, although perhaps not in the same degree: that since the fire the citizens have responded to the demands made upon them in better improvements than before the fire. Even the smaller places of business that marked our suburbs, have responded to the demand for improvements of a more metropolitan character. The dispersion of business since the fire is obvious, and will have a temporary influence on localities; but this influence will to some extent be lost, as the restored business centre will soon call back its own. During the one or two years of this process, a development of business will be made which will justify every improvement yet reached. We seek, however, to write fact, and not prophecy. The question is asked, Is not Chicago real estate too high? Were a commission to be constituted of experts in real estate matters, and who were above all local prejudices, we believe that a careful comparison of Chicago prices, through the entire range of grades, would show that a very handsome margin yet remains on most classes of property before it will reach the figures of other cities. It

would be invidious to seek any minuteness of estimation of localities; and it is not easy to-day to place the finger on any one corner which can be asserted to be the choicest piece of Chicago real estate. Happily, there are very many claimants for the honor. We say *happily*, as it will cause all to seek to deserve it, and increase the development of first class property. To-day our shrewdest merchants are puzzled in choosing; not to ignore the fact that the tendency seems to be to that portion of State street between Madison and Randolph. It need scarcely be stated that in no competition can all the competitors win. We are avoiding any peril of invidious distinction; and we have the additional reason for so doing, that the most shrewd and careful men of the city are equally non-committal with ourselves. The events of another season can alone determine. One thing has been established by the fire and the features of the great re-building, as well as by the experience of the last thirty years: that the Chicago River is the great artery of Chicago, running to, from, and through its heart, and that trade and commerce of the class that seeks central locations or connections, must of necessity be near to this great artery, which gives equal accessibility to the three great divisions of North, South, and West. One feature of Chicago investment, which has no parallel in any city of the globe, is the number of lot owners in proportion to the population. Pursuing our line in this article, from single instances to demonstrate the whole, it may be stated that in a newly established and not yet developed quarter of the city, four thousand workmen will be employed in manufactories now in course of erection; and that by known rules a population of 25,000, calling for a square mile of territory for residences, can be predicated in this single neighborhood. It would seem that the absolutely certain increase of such manufactures will absorb the adjacent neighborhood; and

we can but rejoice in the amplitude of area that postpones the future, when the thrifty mechanic will be unable to purchase a cheap lot. There is an aversion among our industrial classes to herd in tenement premises, and this

will secure to the great main quarters of the city an aspect peculiar to themselves—distinct households in place of closely ranged and packed factory tenants.

## CHICAGO AND ITS RAILWAYS.

THE subject of Chicago and its railways embraces the city as a centre. But in commerce, as in nature, there are centres and centres. In this view one cannot, probably, do better than recall the idea of the ingenious individual who defined the universe as a system having its centre everywhere and its circumference nowhere. The Sun itself, with its planets and their attendant satellites, is only one among the myriads of the "fixed" stars—centres of other systems—which are together making the grand tour of *tout le monde*. It is so in this mimic world of the Earth's commerce. Every city is, in some sort, the centre of a tributary system, great or small; and all these in every country—their confines overlapping one another—are auxiliary at last to the metropolis. There are, for example, elements in which St. Louis holds Chicago as a tributary; while Chicago, in the larger aspects of its commerce, embraces St. Louis and much of its peculiar territory, along with many other towns and regions in a score of States. After comparing the volumes of traffic by which each aggrandizes the other, we should find at least a certain residuum—the aggregate contributed by all the other centres within the sphere to Chicago. That this is so now, is simply matter-of-fact—as much so as is the balance of trade, as between Chicago and New York, in favor of the latter city. How long this will remain so,—whether, if ever, the net results will be in favor of St. Louis,—is simply a ques-

tion of facilities; of the comparative advantages afforded by the two to transportation, transfer, and trade. The subject is thus seen to have magnitude; and so many and varied are the factors which make up the equation, that within the limits of a few pages the most that one can do is to sketch its general aspects.

### COUP D'ŒIL.

A glance at the representative character of the system to which the commercial cities of the world belong, is suggestive. Between the parallels of thirty-five and forty-five degrees of north latitude, which traverse the two historical continents and their intermediate oceans—the waters of commerce—lies the *habitat* of civilization. Within this belt, a thousand miles broad from north to south, and adjacent thereto, have flourished all the permanent centres: Constantinople, Athens, Venice, Rome, Paris, Berlin, Antwerp, London, New York, Chicago, St. Louis, San Francisco, Yeddo, Peking. Built up by local civilizations, and connected by routes of traffic and travel having their termini within the commercial belt, these all are now for the first time united as members of one vast community, thriving on diversified industries, by the bonds which wind, steam, electricity, and the press wrought, and have at length welded indissolubly. To this belt tend and return the primeval water-routes of the world; within it lie, almost wholly, the vast railway systems established unchangeably in



the old world and the new, and the rapidly-forming ones of the Orient; along these parallels also stretch, beneath oceans and over islands and continents, the magnetic wires which annihilate distance and time, and render ubiquitous human thoughts, the touch of which makes the whole world kin;—here, to sum up all, have had their birth and home all the higher agencies of civilization: religion and philanthropy; the state and the home; the written word and the arts of use and beauty; the art of war; the sciences of weight and measurement, and their applications; the compass, steam motive-power, electro-magnetism; mineralogy and manufacture, and coinage, currency, and exchange. Our continent—whose central portion, with its homogeneous population and politics, from sea to sea, embraces the whole breadth of this belt,—has its two shores facing those of Europe and Asia, respectively; has, that is, centrality. The dream of science, the quest of enterprise, was ever in the old times to discover a connection between the European - Asiatic coasts, more direct, certain, and cheap than those around Good Hope and the Horn. In this instinct lay the inspiration which, seeking a due east and west route, found America lying in the path. The two oceans bridged and their intermediate continent traversed, the dream has, within the decade, dawned into reality. Probably, therefore, the course of events which resulted in the establishment across this continent, and within the territory of the United States, of a direct, feasible, and economical route for travel and trade, and answering to the necessities of modern commerce, both as respects capacity and dispatch, will take its place as the most momentous in commercial history. Wise were the minds that conceived and beneficent the hands that laid this inter-ocean highway, and they planned and builded even better than they knew. Theirs was the master-thought which is to find fruition in the old world in a route tra-

versing Europe and Asia and connecting their capital cities on the most direct lines possible, and here in the construction, within a very brief period, of fellow routes to the Union Pacific, from the Mississippi to the Pacific. Of these, the one will follow the northern and the other the southern border of the commercial belt. These, with their branches, and especially with their connections with the central route already established from shore, to shore, are destined to pour into the lap of San Francisco, St. Louis, Chicago, and New York, and their fellow cities on the coasts and in the interior, all the vast and varied wealth of our temperate zone.

Of these cities—indeed, of all the cities of the world—Chicago is distinctively the railway city. Its character in this respect is as pronounced as is that of New York in finance and trade, Liverpool in ocean commerce, or Birmingham and Pittsburgh in manufactures. That this distinction is recognized and accepted, is strikingly seen in the utterances of the newspaper press, not only of this country but of Europe, called out by the great fire a year ago. The hope of the city was seen to lie immediately in its railway system. It was in the railways alone that was found living assurance in the dead ashes of the metropolis; it was the "great civilizer," the locomotive, whose breath was anew to "create a soul under the ribs of death." The ascending smoke from a thousand speeding engines formed in fancy above the desolated city a pillar of cloud by day and of fire by night; and, no doubt, some poetic imagination may have pictured its curling volumes shaping themselves in the upper air into form of fabled Phoenix, *volant*,—the new city's shield and coat of arms.

Those newspaper utterances were so singularly appreciative and emphatic, that extracts from a few of them may be taken in some sort as texts verifying the views presented in this article:



"Chicago was, without doubt, the most thoroughly American city on the continent. Few towns have risen, as did this, against all natural obstacles, and planted itself with American assurance and magnificence in the very pathway of continental travel it had helped to make." "Forty and two years was this city in building, and yet it will be reconstructed in three years. This anticipation rests on the most solid grounds. Everything which contributed to the importance of the city remains, except the consumed buildings, machinery, and stocks of goods. There are the hundreds of outlying cities and villages scattered through the West; there are the millions and millions of acres of productive farms; there are the thousands and thousands of miles of railroads radiating from this grand centre; there are the millions of tons of shipping on the great lakes, which have been accustomed to sail from Chicago laden with grain, and to return laden with goods and lumber. These are what made the greatness of Chicago, and they will quickly renew it. Chicago has grown, only because they have grown. Chicago was a marvel only because the West was a miracle. . . . Chicago has still all the elements of a great city, except the mere buildings."—[*The New York World*—two issues.

"The city which has been laid waste was not alone that of the 300,000 people who inhabited it; it was the city of many mighty States. . . . The representative energies of the great Northwest still hover amid the crumbling ruins of what but yesterday was Chicago." "When Miss Bremer visited us, some score of years ago, she expressed her anxiety to go to the West to see Chicago—"the home of Loki and Thor, the Supernatural Forces." . . . At home, where no element of fable entered into our ideas, the city seemed scarcely less remarkable. With a less population than many others, it has for a long time claimed, with general assent, the position of the second city on the continent. There was a breadth of municipal life, a force and vigor of commercial activity, a cheery and confident self-assertion, which impressed the country, and made us take the lusty young city at its own valuation. In readiness of resource, in the application of force to the novel problems arising from its rapid growth and development, it seemed to take rank with the great capitals. . . . The city will be built again. It has its place to fill in the economy of the nation and the world, and cannot be spared." "The ruins of Chicago are still red-hot, when we hear of five or six daily newspapers preparing to resume publication, in the midst of the smoke and fire. . . . It is a bold, quick spirit like this which has made Chicago one of the wonders of the world—which raised a metropolis out of the marsh and sand in forty years, and will raise a finer one out of the ashes in ten."—[*New York Tribune*—three issues.

"We have begun to build up Chicago. . . . It has been said by one of the shrewdest bankers that that city offers to-day to a young man with money and brains, better chances of business prosperity and commercial success than any other large city in the United States. This conviction will spread, and is fruitful of promise to Chicago. It will give her an increased population, and an enlargement of productive power. She will also gain in her sup-

plies of capital in proportion as her production forms and her industrial population grows."—[*N. Y. Financial Chronicle*.

"Commerce must continue to flow through its natural channels and through the artificial ones provided for it. It would be more difficult to stop or divert it than it would be to build a dozen cities. . . .

The channels that poured population and wealth into the great city of the West at this astonishing rate still exist, and will produce the same results in the future as in the past."—[*New York Commercial Advertiser*.

"In the economy of commerce her loss is also ours. It is for our interest that her trade be restored, her merchant palaces rebuilt, her noble people made whole again, as speedily as possible." "Were Chicago, to the last building, swept out of being, Chicago would still arise, and sooner or later assert her commercial influence in the country. The depot of products, incalculable in value, transmitted from all quarters of the Northwest; the *entrepot* of the commerce of the lakes; the converging point of numerous railways, virtually her own—there is no sort of doubt that she will retain her position, regain at least her importance, and at no distant day reassert a certain supremacy of Western interests."—[*St. Louis Times*—two issues.

"The speed and magnificence of the recuperation of Chicago will, in not many months, be cited as the most astonishing feat in her wonderful history. Great capitalists everywhere will discover that the quickest multiplication of their treasures will be in rebuilding Chicago."—[*St. Louis Democrat*.

"Nature declares where great cities shall be built, and man simply obeys the orders of Nature. Natural advantages must compel the reconstruction of Chicago, even though every foot of its soil passes out of the hands of its present proprietors. . . .

The railway lines converging to that point represent an aggregate capital of \$300,000,000, and every railway is directly interested in the process of reconstruction, and will aid it in all possible ways." "The necessities which led to the erection of a great city at the end of Lake Michigan, demand its reconstruction. The destruction of that city creates a great vacuum, and the first instinctive efforts of the great Northwest will be directed to filling it. The very convergence of railroads at Chicago proves the need of a great city there, and tells us that the rebuilding of the one which we have seen destroyed, will be witnessed."—[*St. Louis Republican*—two issues.

"Chicago was the factor 'change and mart of the whole country in certain lines of business, to a remarkable extent. It was also the representative of all sections, both in capital and population."—[*Boston Journal*.

"The country cannot afford to let such a city and such a people be destroyed." "Chicago was a new city, but one whose growth was not too rapid to be healthy."—[*Boston Advertiser*—two issues.

"The blow given to Chicago has wounded every American city to an extent difficult to estimate. . . .

The greatness of Chicago was but the result of the collected effort of the Republic. . . . The safety of the future depends upon the nucleus to be

now established by the great concerns of other cities whose Chicago branches have been destroyed."—[*Philadelphia North American*.

"Chicago will derive great ultimate advantages from the calamity. . . . The ground on which the houses stood, and the value of Chicago as a business centre, are in some respects enhanced. . . . Chicago will one day count this terrible misfortune as a part of the discipline which has made her truly great."—[*Philadelphia Ledger*.

"These considerations serve to show the interdependence of our commercial and social system, in which Chicago shared, from her centrality and boundless energy, in an astonishing degree. The value of this fact will appear in the process of recuperation, which will go on with immensely more vigor and success than if the losses had been more concentrated."—[*The Cincinnati Gazette*.

"Chicago was the typical city of the nation. More than any other, it had become identified with all the great centres of capital. . . . Through the agency of their great elevators, their canals, and their twenty-four lines of railroads, a prodigious activity was communicated to all employed capital."—[*New Orleans Times*.

"Her history teaches us to believe that there is 'more 'come-out' in her than in any other city in the world."—[*Louisville Journal*.

"One of the laws of a modern city's growth is the concentration within easy distances of the starting and terminal points of great avenues of communication and transportation. . . . The three water frontages (of Chicago) were touched by railway lines concentrating the traffic of sixteen to twenty thousand miles of track directly leading to the city, in the very neighborhood of a great warehouse system. Chicago has owed its growth to enterprise in the construction of railways, and has been chiefly built with reference to making the best use of them."—[*San Francisco Bulletin*.

In sketching Chicago's railway system, and its influences at large upon the city, certain general considerations present themselves relating to: (1) Geographical position and tributary territory; (2) the aggregation and conservatism of capital invested in railways; (3) local transfer facilities, and improvements in the means and modes of transportation; (4) the character and spirit of her people, and especially the energy, enterprise, and integrity of her great dealers and railway managers.

### I.

#### PHYSICAL GEOGRAPHY.

Geographically, Chicago is located where "the West" fairly begins. Its meridian marks the transition (between

latitude thirty-seven and forty-seven north) from the rough and wooded character of the Alleghany slopes to the opening plains of the interior valleys of the Mississippi and its western tributaries. Here begin the great corn-producing and grazing regions of the continent, and the areas of the coal-fields and the iron mountains of the West. Small prairies occur sporadically, in Michigan and Indiana; Illinois is, *par excellence*, "the prairie State." It was here on her open, level surface, producing with the minimum of outlay the maximum of the chief staples of sustenance, that railways, cheaply and rapidly built, economically maintained, and early blessed with paying traffic in large volume, became popularized. On this line of demarcation, "at the front," Chicago is centrally located. On one side, stretching unbroken a thousand miles to the northwest, lies the great wheat-growing region of the continent. The eastern boundary of this—the chain of the great lakes—presents an insurmountable obstacle to all rail transportation, and even to economical and safe navigation during about half the year. Chicago thus enjoys the natural monopoly of transportation in bulk eastward throughout the year, from Wisconsin, Northern Iowa, Minnesota, Dakota, Montana, and the British Possessions, into whose far interior stretches the widening valley-plain of the Red River of the North. Situated due east of Central Iowa and Northern Nebraska, she almost as absolutely commands the noble farming lands and the fairest grazing plains west of the Mississippi. For the trade and transportation of Southern Iowa, Northern Missouri, Kansas, and Colorado, she is in the field as a competitor on equal terms with any other city; and on very advantageous terms as regards Arkansas, the Indian Territory, New Mexico, and Texas, from which rapidly growing regions she holds in her grasp established routes of transportation, the directness and excellence of which

go far to compensate for her location somewhat out of the direct geographical line therefrom to the seaboard markets. These advantages, indeed, St. Louis enjoys in common with Chicago; but it is to be noted, as will hereafter appear, that of the great new lines which are reaching from Chicago towards the Gulf west of New Orleans, and towards the Pacific south of San Francisco, the most direct run "past the back door" of St. Louis. Even the great Southwest lines leading from St. Louis—the Atlantic & Pacific towards San Francisco, and the Iron Mountain and Cairo & Fulton towards Texas—find in Chicago their geographical objective, as respects access to the commercial metropolis of the country.

## II.

### RAILWAY INVESTMENT.

In considering the results of the aggregation and conservatism of capital in railways centring here, and especially of those which connect to form through systems with their branches, the striking fact is observed that the great routes of commerce the world over to-day are less natural than artificial. The natural routes for the products of the interior of the United States are down the tributaries of the Mississippi to the Gulf, and via the great lakes and the St. Lawrence river and Erie canal to the Atlantic. Competing with these, are the railway lines which do not even follow closely the valleys of the navigable streams—indeed, there is not even yet any all-rail route down the broad and incomparably fertile bottoms of the Missouri and Mississippi to the Gulf, competing with the river marine. Our great railway systems have their trunk lines running athwart these "natural routes," and even crossing the mountain ranges of the continent at altitudes of from a half-mile to a mile and a half above tide-water. This fact is coming to have the force of "law," and the present almost exclusive tendency in this di-

rection is due—setting aside obvious advantages of distance saved—to the immense aggregation of capital in our railways. Investment in these is conservative. Enterprise having little by little expended between Chicago and the Mississippi money enough to have dugged a river instead, and found water to fill it, finds itself simply compelled to expend even greater sums in building extensions and branches, so as not merely to command every point on rivers at which the train finds the boat competing with it, but wherever any other city has built lines of railway to tap the distant sources of traffic along a circle of three thousand miles. Thus, when the geographical position of Chicago is carefully considered, in connection with the attractions of the sea-board markets with which she is identified, it will be seen that the routes of traffic passing through this city are as truly "natural" routes as though the great lakes were a mountain-chain, and the Mississippi, instead of flowing to the tropics, swept around the southern base of that impassable range, and emptied its volume, swollen by a score of great tributaries into the waters of New York, Delaware, or Chesapeake Bay. The routes thus established, not merely by capital, but by nature and necessity, are as truly fixed facts as are the Mississippi and the lakes; and they are far more commanding when we take into the account those most important of the elements of modern commerce, certainty and dispatch in transportation throughout the year.

The briefest and most prosaic statement is the most impressive. About twenty-five years ago the first railway line from the East, the Michigan Central, was under State auspices, groping its way towards Lake Michigan. Chicago—then a straggling and scarcely struggling border-town "across the lake," was hardly thought of; the terminus of the Road was to be at a Michigan city, "*New Buffalo*." About this time, the Galena & Chicago Union, projected out of the long heads of

the new Chicago's progenitors, began pioneering towards the Father of Waters, to whose volume it was also sought to add those of the waters of Lake Michigan through the Illinois & Michigan Canal. Fortunes, as well as misfortunes, do not come singly; and other coming events of equal moment, began to cast glimmering shadows before. Between 1848 and 1858, scheme succeeded scheme in the primeval chaos of our railway world, gradually rounding into form—all destined to grow into grand systems with Chicago as their common centre, and compassing the entire hemisphere of "the West" from the lakes to the Gulf. Ere the Galena & Chicago Union had expanded into the grandest of these, (1859), the Illinois Central (with its then other self, the Mobile & Ohio), Chicago, Alton & St. Louis, Chicago, Burlington & Quincy, and Chicago, Rock Island & Pacific systems had begun to shape themselves; and these were supplemented, during the same period, from the East with the Michigan Central, finished by private enterprise to Chicago, the Michigan Southern & Northern Indiana, the Pittsburgh, Fort Wayne & Chicago, and the Chicago & Great Eastern. While these latter connected with as many trunk lines to the seaboard cities and those of the Ohio river, the Mississippi was reached at five points from St. Paul to Cairo, and the Gulf at one point by a route broken for twenty-six miles between Cairo and Columbus. As the rule, these western roads were built *from* and the eastern ones *to* Chicago. Our sagacious railway projectors sought the West, ere yet any State beyond Chicago was able to build to an eastern outlet. Settlement in all this region had for a quarter of a century gathered itself along the valleys of navigable streams. Down to 1850, Michigan, Ohio, Indiana, Illinois, and Wisconsin had only about one thousand miles of railway; 1860 saw that number increased to ten thousand miles; and at the latter date, Iowa

and Minnesota had joined the north-western galaxy, with their rapidly growing systems; and Kansas and Nebraska were throwing up dawning light from below the horizon. Here was an area—the most varied in soil, the most tillable and productive on the continent—abounding, too, in the great manufacturing staples of coal and iron,—having a solid area of half a million square miles,—rendered, almost the whole of it, directly tributary to Chicago by a system of railways which practically monopolized the transportation of its products. This area, during the same period, increased its population to three and a half millions, and its products to three billions of dollars in value. Capital thus invested beyond recall or change in roads centring here,—and which, for the most part singularly well built, and fully equipped, and thoroughly managed from the outset, rose soon to the dividend-paying rank,—could not be other than conservative, whether as to the properties acquired, or the policies under which they should be profitably operated. Self-preservation is the first law of nature, in commerce as in life; and nothing could be ignored or overlooked by the owners of these roads which self-protection necessitated—nothing, in a word, essential to the securing to the Chicago system of the resources of the whole region beyond. Wherever a line was demanded to retain what had been once fairly acquired, or to command in like manner the resources of any new locality, it had to be built.

In due time the project of a road, or rather a system of roads, to the Pacific, took form. The civil war compelled the temporary abandonment of the more Southern route, the supposed climatic advantages of which would otherwise probably have led to its construction first; for a far Northern route, there was as yet no pressing demand; and so the Central (Union & Central Pacific) route became a political and military, as well as a commer-

cial necessity. The location of the Eastern terminus of the Pacific Road curiously illustrates the general considerations above urged. Chicago now had three trunk lines in operation to the Mississippi; and on two of these work had begun beyond, towards the Missouri, stimulated by the vast overland traffic by teams across the plains from points on that stream. The early extension of our three roads now found additional motive in a prospective connection with the Pacific Road; and the advantages which their common terminus on the Missouri would enjoy as the terminus also of the Pacific Road, were clearly paramount in comparison with any that could be urged in favor of other points on that stream. Thus the terminus of the Pacific Road was fixed by Mr. Lincoln at Omaha, and that line was met at Council Bluffs, opposite, by the three Chicago Roads. Failing to secure the terminus of the main line of the Pacific Road at a point more favorable to its interests, St. Louis sought the same end in the construction of the "Union Pacific, Eastern Division," now Kansas Pacific. This branch of the Pacific line was designated to start from the Missouri river, at the mouth of the Kansas river; to follow that stream up to the mouth of the Republican, and from that point was to turn northwest up the Republican to a junction with the main line at the one hundredth meridian, at or near Fort Kearney. Its location was, however, subsequently changed to a route up the Smoky Hill and on to Denver; with a view to command a more independent business, to unite with the Union Pacific at a point further west (Cheyenne), and to secure a larger land grant. But ere this road had fairly begun its progress across the plains, the Chicago roads which had secured connection with the Union Pacific at Omaha, in like manner began the construction of branch lines in the direction of Kansas City; indeed, it was by the owners of one of these systems

that the first railway bridge over the Missouri was completed (in 1868) at that point. And so the Kansas Pacific, like the Union Pacific before it, found Chicago meeting it half way at its eastern terminus. At the same time our city fortified herself at Kansas City, in relation to the business of Southern Kansas, by connections peculiarly her own—those of the Missouri River, Fort Scott & Gulf, nearly due south, and the Leavenworth, Lawrence & Galveston, running southwest, to the Indian Territory. At other points on the Missouri—at Leavenworth, Atchison, St. Joseph, Nebraska City, and Sioux City to the north, and more recently at Booneville to the south of Kansas City—our railway system is establishing itself; at four of them (the first three and the one last named), by the erection of iron bridges, giving unbroken connections with new lines beyond. In the far Northwest, too, lines are building, under the same auspices, with a dispatch as though that region were not all our own by physical necessity, and as though Duluth were in truth another St. Louis rising to contest Chicago's claims to commercial supremacy in that direction. From the very suburbs of Duluth itself, five hundred miles west to the Missouri River, the great "Chicago" companies are pushing direct extensions to tap the volume of traffic soon to flow eastward over the Northern Pacific Road, and to render Chicago mercantile enterprise as ubiquitous in Dakota, Montana, and Washington Territory, as it now is in the West and Southwest. In the far South, too, enterprise is no less busy at Chicago's behest. The Gulf is to be reached at Galveston this Fall, and within one year both Mobile and New Orleans will enjoy all-rail connection with this city; while the Ohio River is to be speedily reached by at least two new lines, connecting with the expanding systems of the new South. To the East there is no less activity. The second crusade of capital has begun; and by new

routes, Norfolk, Baltimore, Philadelphia, New York, Boston, and Montreal are all hastening to greet the West at this point. We can in these pages do no more than supplement the above general statements with a bare catalogue of the schemes which, within three years from the fire, will fully double the railway mileage directly tributary to Chicago. As all the various through routes lie with their feeders in different, and some of them in several, States, they can best be considered one by one as systems.

*Northern Pacific.*—Beginning at the North, this is first referred to, since it is to points on this line that most of the new roads building northwest from Chicago aim. It is practically finished west to the Missouri River, about 450 miles from Duluth; and north (extension of St. Paul & Pacific) down the valley of the Red River of the North to Pembina, British Possessions, in the direction of Fort Garry.

*Chicago & North-Western.*—The immediate objectives are, Lake Superior on the east, and the line of the Northern Pacific on the west. The completion of the remaining forty miles along the west shore of Green Bay will give Chicago an all-rail route to the Marquette iron region; and this route will be materially shortened by the construction of a line recently begun from Milwaukee direct to Fond du Lac. From Madison the company are building directly (Baraboo Air Line) to a connection at Winona with the Winona & St. Peter Road; and the latter, under the auspices of the North-Western, is in effect completed *via* St. Peter, Minnesota, to the Dakota line, and is to be speedily completed through Dakota to a connection with the Northern Pacific at the Missouri River.

*Milwaukee & St. Paul.*—This system, which has placed itself in competition with the North-Western at every important point in Wisconsin, has hitherto had no eastern terminus except Milwaukee; and, with the excep-

tion of the line by steamer across Lake Michigan, has had to depend on its rival for connection with the through routes to the seaboard. This disability will be overcome by the construction of an extension from Milwaukee to Chicago. It is also building to a connection at Winona with its Minnesota system, giving it a through line from Chicago to St. Paul and the Northern Pacific, very much shorter than its present line *via* the McGregor Road.

*Wisconsin Central.*—This new project will take the field in full strength within about two years of its inception. Its various members meet at Stevens Point, on the Wisconsin River, about the geographical centre of the state. This point will be reached by two roads of the company (with three Chicago connections): one from Milwaukee north to Manitowoc on Lake Michigan, thence west (*via* Menasha, foot of Lake Winnebago) to Stevens Point; the other, from Portage City, thirty-nine miles north of Madison, to which point a road is now operated by the Milwaukee & St. Paul. These lines unite at Stevens Point in a trunk line which, about forty miles west, divides into two: one, under rapid construction, north, between the Wisconsin and Chippewa Rivers to Ashland and Bayfield, on Lake Superior, and from Ashland, west, to a connection with the Northern Pacific, at or near Duluth; the other, projected, west, *via* Eau Clair to Prescott on the Mississippi, near St. Paul.

*West Wisconsin.*—In connection with the Baraboo line of the North-Western (at Elroy), this road will give a direct line from Chicago, *via* Eau Clair to St. Paul.

*Chicago, Burlington & Quincy.*—This system is sending out commanding lines Northwest, West, and Southwest, with a rapidity and on a scale quite bewildering. It seeks the Northwest over its Chicago & Iowa tributary, recently built from Aurora to Forrester on the Illinois Central, over



which its trains now run to Dubuque. From this point, the Chicago, Dubuque & Minnesota Road is building up the Mississippi to La Crescent and Northern Pacific connections. From Mendota, the company have built to the Mississippi at Clinton, to a connection (over a bridge, to be built) with a new through line to the Missouri—the Chicago, Omaha & St. Joseph. The route to Council Bluffs lies midway between those of the Rock Island and Burlington & Missouri River Roads; and it is proposed to connect, by a branch from Winterset, with the branch of the latter road to St. Joseph. From St. Joseph, all points on the Missouri to Kansas City, and in Kansas and the Southwest, will be reached over roads operated in the same financial interest. At Clinton connection is also made over the Chicago, Clinton & Dubuque, with the Dubuque & Minnesota above named. An extension of this line now running to Streator, midway between the Illinois River on the west and the Chicago & Alton (Jacksonville Branch) on the east, will give the company direct access to St. Louis. A road building due south, from Fairbury to Paducah, parallel with the Illinois Central, will give the company a direct connection with the Southern system at a favorable point. From Burlington starts the Burlington & Southwestern Road, which will have two hundred miles completed this fall, giving advantageous connections with St. Joseph and Kansas City.

*Chicago, Rock Island & Pacific.*—This company has, within the year, completed the Chicago & Southwestern line through Southwestern Iowa and Northwestern Missouri to Leavenworth and Atchison. Arrangements will very soon be perfected giving it direct connection with St. Joseph and Kansas City. The natural connection of this line is the Atchison, Topeka & Santa Fe Road. This enterprise (of some years' standing) has only risen during the past year to a place among the great trans-Missouri lines. It is

now in operation to the Arkansas River, in Central Southern Kansas, and is under construction up that stream *via* Fort Zarah to Fort Dodge. Crossing the river at the latter point, it will doubtless be extended at an early day, by the route surveyed by General Palmer, to a connection with the thirty-fifth parallel route in the valley of the Rio Grande, in the vicinity of Albuquerque. From Muscatine, Iowa, the Rock Island company are building a line west, *via* Winterset, in the direction of Council Bluffs; and are also extending the line opened between Des Moines and Winterset, southward into Missouri. Under the auspices of this company, a road of the first importance is building in Illinois—the Chicago, Decatur & St. Louis. The building of one hundred and thirty-five miles of road between Bremen on the Rock Island road, twenty-three miles from Chicago, and Decatur on the Toledo, Wabash & Western road, one hundred and eight miles from St. Louis, will give a new through line between Chicago and St. Louis, two hundred and six miles in length, and passing midway between the Chicago & Alton and Illinois Central roads.

*Illinois Central.*—It always strikes a Chicagoan curiously that the line of this road to Chicago should have been designated as a "branch" of the "main line" between Cairo and Dunleith; of the line to Dunleith (diverging at Centralia) nearly one-half at the northern end is already distinctively a Chicago road, by reason of its connection, above referred to, with the Chicago, Burlington & Quincy. This connection assumes especial importance by the recent opening of this road from Dubuque to Sioux City, with a branch to Austin, Minnesota, in the direction of St. Paul. And, indeed, the remaining portion of the main line, between Centralia and Forreston, is tributary to Chicago, by its connections with the Chicago branch through the Gilman, Clinton & Springfield, and Toledo, Peoria & Warsaw, and that with the Chicago, Burlington



& Quincy at Mendota. The original idea of the road as a portion of an all-rail line to the Gulf, is at once to be realized in two directions. By the building of twenty-one miles between Cairo and Columbus, to be completed in early winter, the long-needed connection with Mobile will be secured; and, in like manner, a line is to be at once built from Cairo to a connection with the Mississippi Central and New Orleans, Jackson & Great Northern.

*Chicago, Alton & St. Louis.*—This company have taken the field for the Southwest with strength and energy. Under their auspices a new line is building through Missouri, which is already opened to Jefferson City, 238 miles southwest from where it leaves the Illinois line. The extension in the same direction would take the route through Springfield, Missouri, and Van Buren, Arkansas, on the Arkansas River, in the direction of Galveston, on the Gulf. The road is also building to Booneville, on the Missouri, where a bridge is under construction; and from thence it is projected on the south side of the river to Kansas City. The arrangement by which this company have become joint owners with two other companies of the St. Louis, Kansas City & Northern (late North Missouri) Road, is of considerable importance to Chicago, which is able to compete for the Kansas business over that line on at least equal terms with St. Louis.

*Missouri, Kansas & Texas.*—This system, although it has no terminus in Chicago, will have connections so varied and commanding, and is in itself so important, that it merits a place here. Starting from Moberly, Missouri, its principal line passes southwest through Central Missouri to Fort Scott, Kansas, and thence on to the Neosho River. Here, at a place called Parsons, it is joined by a road down that valley from Junction City; and, turning south, passes through the Indian Territory, crossing the Arkansas river at Fort Gibson, to the northern line of Texas, which it strikes at Preston, on the Red

river. From thence it is projected, in two divisions,—one southeast to Galveston, the other southwest to Camargo on the Rio Grande and to the City of Mexico. It will this month have a through connection with Galveston, however, by the Texas Central Road, which has been rapidly pushed north to a junction with it. On the completion of the bridge over the Missouri at Booneville, Sherman, Texas, will be placed within 881 miles of Chicago—nearer, that is, than is New York; while Galveston will be about as near as is Denver.

*Chicago, Danville & Vincennes.*—This company which about two years ago modestly began building a line from Chicago to Danville, Illinois, with immediate view to gain access to the celebrated Block coal-field of Indiana, is rapidly expanding into a trunk system. From Danville it has leased the road south to Terre Haute, giving it a line to the Ohio river at Evansville. Under its auspices, a local company is about building a road from its line near Danville, south to Paducah. Of the two hundred and forty miles of this line, forty are already built, leaving two hundred to be constructed. The distance from Chicago to Paducah by this line will be three hundred and forty-six miles. A bridge will be built at Paducah, giving through connections with the Southern system. The construction of the branch into Indiana will bring the Block coal within one hundred and forty-five miles of Chicago; and will bring along with it the excellent iron from Hardin county, Illinois, equal to that of the iron mountains of Missouri and Northern Michigan.

*Michigan Central.*—The extension of this company's lines in Michigan are tributary partly to Detroit and partly to this city. Its branch connections embrace nearly a thousand miles of road—700 miles to the north and 300 miles to the south of its main line. Of the former, those of especial importance to Chicago, are the Chi-

cago & Michigan Lake Shore, now running 150 miles north to Pentwater, *en route* for Grand Traverse, with a branch building northeast up the Muskegon river; and the Jackson, Lansing & Saginaw, also in operation about 150 miles into the heart of the "forest primeval," north of Saginaw.

*Lake Shore & Michigan Southern.*

—The branch lines of the road in Michigan, from White Pigeon *via* Kalamazoo to Grand Rapids, and from Jonesville *via* Albion towards Lansing, are important tributaries to the main line, and possess considerable importance in relation to its Chicago business.

Since the completion of the five great roads from Montreal, Niagara Falls, Buffalo, Pittsburgh, and Cincinnati to Chicago, no direct lines have been added from the East. It is not in the nature of things that these should be adequate to the traffic which six great systems of roads deliver here, in addition to the swelling volume of business local to this city; and the wonder is, not that new roads are projected from the seaboard to Chicago, but that they are not already built. The old roads have been endeavoring to accommodate themselves to the increasing demands upon them, by increasing their facilities. Two of them—the Michigan Central & Great Western and Lake Shore & Michigan Southern—are already very nearly provided with a double track; while the two Chicago connections of the Pennsylvania Railroad—the Pittsburgh, Ft. Wayne & Chicago, and Pittsburgh, Cincinnati & St. Louis—constitute in effect a double track to its Pittsburgh terminus. Among several new schemes, two merit notice here as making actual progress in construction: the Canada Southern, and the Baltimore, Pittsburgh & Chicago.

*The Canada Southern.*—The capitalists building this line, under separate organizations in Canada and the United States, propose a very direct, low-grade route, laid throughout with

steel rails from Buffalo (over the International bridge, to be completed this season), along the north shore of Lake Erie; crossing the Detroit river below Detroit, and running thence as directly as possible to Chicago, with branch lines to Toledo and Detroit. Besides the present eastern connection of the road at Buffalo, it looks, no doubt, to a connection east, along the south shore of Lake Ontario. Such a line would connect with the New York Midland at Oswego, and doubtless with the proposed West Shore (of the Hudson) & Chicago Road. The Canada Southern is building chiefly by parties owning the Rock Island and North-Western Roads.

*Baltimore, Pittsburgh & Chicago.*

—The Baltimore & Ohio company have entered the field for Chicago at a rather late day, and have proceeded very slowly since this extension of their line was proposed; but, through all, this very important enterprise has made progress in a very legitimate way. Since this article was begun, the scheme has become so far a fixed fact, that advertisements for contracts of a large portion of the line in Ohio have been published. The line is, geographically, an extension of the Pittsburgh, Baltimore & Washington (originally Pittsburgh & Connellsville), a tributary line of the Baltimore & Ohio, completed about one year ago. It is the purpose to build a line from a point on this road forty-five miles east of Pittsburgh to Wheeling; thence using for the present one hundred and ninety-five miles of the Lake Erie Division of the Baltimore & Ohio to Havana, twenty-two miles south of Sandusky; thence nearly west to Defiance, about one hundred miles; thence to Chicago, about one hundred and sixty-three miles further—the route from Havana lying about midway between those of the Fort Wayne and Lake Shore Roads.

*The Canada Roads.*—In this connection should be noted the change of gauge, within the past two years, of the

Great Western of Canada, to the standard of connecting roads, and the construction, now in progress by that company, of a direct, low-grade line, laid with steel rails to Buffalo; also the proposed reduction of the gauge of the Grand Trunk Line from Sarnia east, and the project for a line across Michigan from Chicago to connect with the Grand Trunk.

### III.

#### FACILITIES FOR TRANSPORTATION AND TRANSFER.

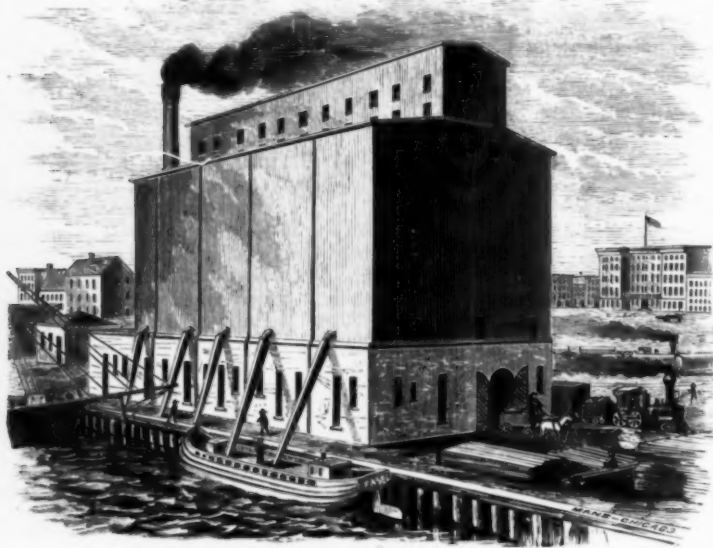
If the commercial history of Chicago merges in that of its railway systems, in like manner do these derive their distinction and usefulness in a very large measure from the peculiar facilities which the city and its railways have provided for rapid and certain transportation to and from Chicago, and prompt and economical transfer at this point. Not obstruction, but facilitation, has been the policy here. Time was, indeed, when cattle were driven through her streets from train to train; and, perhaps, when delay and expense in transfer threatened to divert to other cities other branches of business now distinctively her own. But by the time that a hundred millions or more of capital had become locked up in railways terminating here, experience had impressed upon the minds of their enterprising managers this fact: that under the old modes of city transit between railway termini, *more time was lost in transfer than in running*. This was to defeat the ends of commerce. The shipper ought not to have his consignments delayed on their way to market, nor could the roads afford to have their cars lying idle; as little could the city afford to hand over its business to places offering the promise of better facilities. Thus grew those unrivalled facilities for handling, storage, and transfer which have not merely given the city her trade, but given laws to the entire trade of the Northwest. A glance at the principal of these must suffice.

*The storage and handling of grain* was the first one perfected. The elevator was not, indeed, first introduced here; but the system here rose at once to a magnitude and a perfection of details unapproached elsewhere. The seventeen elevators in operation before the fire had a capacity of about twelve millions of bushels, and the place of those burned is already more than supplied.

Intimately connected with the successful operation of our grain warehouse system, is that of *through fast freight lines of cars*, the largest item of whose business is the transportation of grain in bulk. The system had its origin so recently as 1865-6, in which year the broad gauge Great Western Road of Canada laid a third rail (the immediate expense being shared by the Michigan Central and New York Central), in order that the cars of those roads might run through over its track. It was soon apparent that the common freight-car was not equal to the exacting demands of this business; and the advantage was suggested of providing a class of cars of uniform design for special service between Chicago and New York and Boston, constructed with view to the wear and tear of so long a trip, and to the carrying of their loads without loss or depreciation. Thus originated the well-known "Blue Line," running over the North Shore route, and the "Red Line," established about the same time (1865-6) over the South Shore route, both running over the New York Central and the former over the Boston & Albany road. Previous to this, all grain went east by boat, during the season of navigation. In the winter the elevators became filled, and grain transportation to the city from country railway stations ceased. The transportation of grain in bulk from Chicago now became the largest single item; and the many great advantages of the system were at once conclusively apparent. The trade was no longer confined to the few who could furnish

the large capital required to "carry" grain in the market and handle it under the old system; but small dealers throughout the East could order grain in small amounts, with the certainty of receiving in from seven to ten days after their order the very grain which they bargained for. This, obtained either from the Chicago warehouse or from the depot at the interior station, is now delivered at the very door of the buyer, in any one of a hundred towns and villages throughout

New England. As illustrating the growth of this class of traffic, the facilities and business of the pioneer fast freight "Blue Line" may be cited. The organization embraces twenty-two railway companies, operating connecting lines of road from the Atlantic cities, through Chicago, to the Mississippi; and it runs 2,649 cars of uniform design and construction, which one encounters everywhere, from New York and Boston to Cairo and St. Paul. During the six months to July



"AIR LINE" ELEVATOR.

1st, these cars transported east from Chicago an aggregate of 143,111 tons of freight; and of this, nearly half was grain in bulk: corn, 42,305; oats, 20,159; wheat, 1,128; a total of 63,582 tons. Besides this line, the Erie & North Shore Line runs its cars over the Michigan Central & Great Western and Erie roads; and along with the "Red Line," running over the Lake Shore & Michigan Southern and New York Central, the "Empire

Line" runs *via* the Lake Shore over the Philadelphia & Erie road. The "Star Union Line" runs over the Pittsburgh, Fort Wayne & Chicago, and Pennsylvania Railroad; and the "National Line" runs changeable gauge cars over the Michigan Central and Vermont Central, *via* the Canada Grand Trunk broad gauge, without breaking bulk or delay. A very important item of the business of these lines is the transportation of fresh

meats, butter, and fruits, east, and of fish, oysters, etc., west. Refrigerator cars are run, in which a low, even temperature is preserved amid all changes of weather, from the beginning to the end of the trip. Under the auspices of the "Union Star Line," a novel system is being introduced. This is nothing less than the establishment of refrigerator warehouses at Chicago and New York. Into these, which are preserved at even temperature, of the same degree as the cars carrying meats, fish, etc., the cars are run, receiving and discharging their loads. In the New York depot, butcher's stalls are provided, at which the consumer can obtain his steak or roast in the same perfect condition in which it was when the animal was killed, a thousand miles away.

The history of the *Union Stock Yard* enterprise forms one of the most interesting chapters in that of our commerce. So late as 1864, the only stock yards in the city were those in charge of the three eastern roads; and they were located respectively, on the lake shore, south of Twenty-fifth street (Michigan Central); at the corner of Twenty-second and State streets (Michigan Southern); and on the west side of the river, south of Madison street (Fort Wayne road). On the arrival of stock trains from the west, the owner decided to which of these yards his stock should be driven. He found here neither concentration of facilities for the handling of his stock, nor any central market with established rates of sale, neither any uniform system of grading. At the date mentioned, the lease of the ground of the Michigan Central yards being about to expire, Mr. H. E. Sargent, then the General Freight Agent of the road, suggested to General Superintendent Rice the plan of a system and location common to all the Eastern roads; and, subsequently, on the presentation of the plan to the managers of the other two roads, it was heartily approved. The plan was that of yards

made attractive to shippers and dealers; the concentration of the stock trade of the West at Chicago, by the establishment of a ruling market here; with arrangements which, while securing to the city the full benefits of the trade, should effectually relieve it of the great inconveniences inseparable from transfer by driving from yard to yard. The location should be at once adjacent to that of the packing interest, already concentrating along the South Branch, and midway between the incoming and outgoing roads. Several days' search resulted in the securing of the only tract of ground of sufficient area in the market; and the present yards were constructed at a cost of \$1,600,000.

The financial plan contemplated the payment of no more than ten per cent. interest to the roads on this investment, and the expenditure of the balance of the profits on increasing the facilities of the yards and making them attractive to all concerned in the business. Here is the "Wall Street" of the live stock trade of the country. Nine trunk lines—five incoming and four outgoing—centre here, with connections aggregating about thirty miles of track. In connection with the yards is a bank and a hotel, along with every facility for handling, feeding, and reshipment; in a word, here is a grand national live-stock exchange, at which 200,000 animals can be accommodated at once. In order to provide for the loss to the roads from having cars emptied of their live-stock either return empty over the lines or be at the great expense of running down to the city wharves and warehouses for return loads of lumber or other heavy freight coming by lake—the company are constructing a canal of sufficient capacity to admit the largest steamers, with a complete system of docks and storehouses, at which vessels of any tonnage may discharge their cargoes, if need be, directly on board car. In this, and its accompanying facilities, will be realized the original design of

the enterprise, as expressed in the corporate title, which was intended to be "The Union Stock Yards and Transfer Company," the word "Transit" occurring through some oversight.

Among supplementary facilities contemplated is that of a great through freight transfer depot, a half mile in length, having tracks and platforms sufficient for all the roads. As respects the transfer of through freight, few are at all aware of the extent to which it is already transferred without ever seeing the city; and the more this can be accomplished the better it will be, for the convenience of the inhabitants of the city not only, but for its true commercial interests also. Time is an element not less important than is that of rates; and a day saved by avoiding the *detour* through the city is no inconsiderable element in the commercial attractions of the metropolis. To pass to a matter quite distinct from this, yet illustrating the same principle, take the case of our railway mail service. The great through mails are transferred from road to road outside the city, without passing through our local post-office at all; indeed, the device by which this has become possible—the railway postal car—was, with the system under which it is operated, the invention of a resident of this city. It is—as with the grain and cattle trade—the facilities for rapid distribution and ready transfer that have made Chicago the largest mail distributing point in the United States.

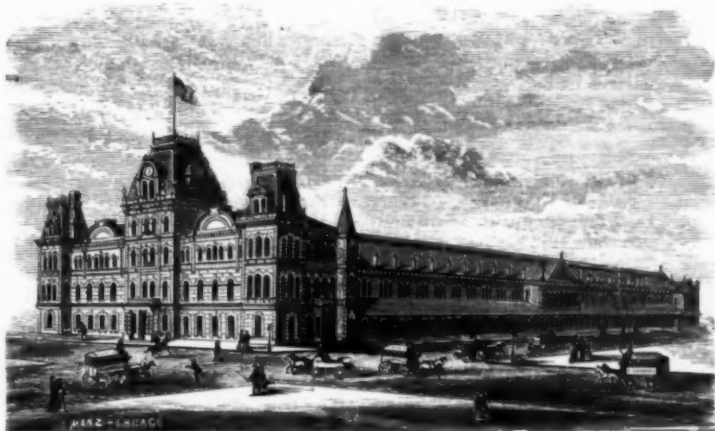
In mere local accommodations for passengers, the city had not before the fire advanced so far as in its arrangements for the handling of freight. There was, indeed, but one depot building which—architecturally, as well as in point of capacity and arrangement—was worthy of the city: that of the Rock Island and Lake Shore Roads. The Lake street Union depot—a spacious and creditable structure in its day—had become wholly inadequate to the wants of the three great roads running into it. The other depots

were only such as could be borne with in the expectation of something far better. The great fire has changed all this, or has cleared the way for the change; and it was a hopeful indication that almost the first question raised among the railway companies, after the urgent needs of the hour were met, was that of a system of passenger depots worthy the railway metropolis of the country. One union depot for all the roads was seen to be a physical impossibility; and, finally, as regarded location, it became clear that matters had better remain about as they were. So, on the ground of the Lake Shore and Rock Island Roads there has arisen a structure far more elegant, and more perfectly adapted to its use than was even the former one. The cut shows a building noble in proportion and faultless in details; and the arrangement of the structure for the accommodation of the roads and the travelling public, will be found to be in keeping with the architectural attractions. It may, probably, be considered as settled that we are to have four other grand depots. Along with the Illinois Central, Michigan Central, and Chicago, Burlington & Quincy companies, it is likely that the Baltimore & Ohio will find magnificent quarters on the lake shore; the Pittsburgh, Ft. Wayne & Chicago, and Chicago & Alton will build on their present site, Madison and Canal streets, and this depot will be the through passenger terminus of the Chicago, Milwaukee & St. Paul Road; the Chicago & North-Western will need a separate depot for its vast system, and it will be located so as to command every needed arrangement with connecting roads; and the Pittsburgh, Cincinnati & St. Louis, Chicago, Danville & Vincennes, and Milwaukee & St. Paul will build this fall a very extensive structure on the spacious area recently acquired in the vicinity of Carroll and Halsted streets. The location of these five structures fairly around the metropolitan centre, and within a radius of half a mile,



connected as they will be by broad, smooth-paved streets passing through tunnels under the river, will render Chicago the best appointed and best accommodated city in this respect in our country, if not in the world. Nowhere else, too, are the time connections between the incoming and outgoing trains so perfectly arranged in the interests of through travel. If the passenger pauses here in his journey it will be because his own interests or inclinations lead him to do so; it will not be from any necessity, due either

to the selfishness of toll-gatherers at local caravansaries, or to an unaccommodating spirit which competition has sometimes been known to inspire in the breasts of the managers of railroads. Still, with these wonderful visions of the new city engaging his attention on every hand, and with the attractions of hotels unsurpassed in splendor and comfort by those of any other city, anywhere, one could scarcely regret the occasion—short of actual disaster—which should induce a halt here *en route*.



THE LAKE SHORE AND ROCK ISLAND DEPOT.

#### IV.

##### THE BUILDERS OF THE SYSTEM.

It was the purpose to close this sketch of a great interest with references somewhat in detail to the character and career of the men who have been prominently identified therewith, both in the construction of the railways and the building up of the trade of Chicago. But to make worthy mention in particular would require far more than our allotted space. After all it is unnecessary, standing in the midst of the wonderful creations of their genius and energy, to do more than say to the seeker after their monuments: "Look

around you!" Their works praise them; and their true distinction lies, not merely in the enterprise which has called into existence the agencies that are building up this city of commerce, but notably in the policies by which those agencies are controlled, and the means by which they are operated. The grand distinction of our railways has from the beginning been that they were business, not speculative enterprises. They were to make money, and not merely to have money made out of them. They have been managed by those in practical control of them on precisely the same principles that regulate legitimate private busi-

ness. The first thing done has been to make good, substantial roads, thoroughly maintained and well equipped; these it has been sought to operate at once efficiently and economically; and in the development of operating policies, the interests of public and road have, as the rule, been regarded as one and the same.

In this connection it is to be noted, with what intelligence, care, and liberality all the genuine improvements in the construction and maintenance of railways and their equipment have been here tested and introduced. It was on Chicago roads that the Pullman sleeping and dining cars made their first ventures, and have achieved their great and marked success. It was here that the inventor of the Miller platform first found substantial recognition of his wonderful "life-preserver;" it was to managers of roads whose great interests lay here that Mr. Westinghouse came with the continuous atmospheric brake, which his genius for hard work had produced; and here both of these master devices, which may be said to have revolutionized railway operation on passenger trains, and whose economizing of property is second only to the economy to life due to their introduction, were first fairly and fully introduced on their merits. A hundred details must needs be given to render complete the record here suggested, extending to all the various departments of track and rolling-stock, and embracing, as well, the complicated and nice but admirably certain and efficient system of telegraphic train dispatching here perfected. If our railway projectors and owners have

been men of large ideas, far-seeing views, unbounded liberality, unconquerable spirit, and untiring energy, no less remarkable in their sphere have been the men into whose apt and practiced hands have fallen the business management and practical operation of the roads. A "picture-gallery" of these—our managers and superintendents and their heads of departments—would be a galaxy of men of brilliant parts, of varied and exact acquirements in their professions, of culture and courtesy, of public spirit, of official integrity, and personal purity. In reflecting upon the list of the men who for many years have thus magnified and adorned their office, we are surprised to find so few to whom these statements do not apply. One will seek unsuccessfully, in the present time, for the exception that proves the rule.

A vast and complicated system is this which has here grown up, and with whose growth and strength the metropolis has waxed great and strong: a system, with its 10,000 miles of road actually terminating here, with 10,000 more in near prospect, the aggregate of capital invested in the construction and improvement of which will fall little short of one thousand millions of dollars; whose aggregate gross receipts the present year will approximate one hundred millions, with net earnings of nearly forty millions; with its three hundred and fifty grand trains each day passing back and forth between Lake and Gulf and Ocean and Ocean, like shuttles weaving beautiful and strong the wonderful fabric of the city's and the nation's prosperity.

*D. C. Brooks.*

## THE REBUILDING OF THE CITY.

## RECONSTRUCTION.

NO statistics, no details of any kind, could give any just idea of what has been done in the Restoration of Chicago. Other and greater cities have been more completely destroyed; but in her rebuilding she stands absolutely unmatched. If a star set on the ninth of October, 1871, another, and one of larger magnitude, is rapidly rising. The fabled marvels of Aladdin's lamp have been eclipsed by the creative genius which has built upon the ruins of that appalling disaster a vast city in one short year, and that, too, despite peculiarly discouraging obstacles.

A fire does not simply destroy what is valuable: it leaves behind, and to be cleared away, much that is worthless. The first work in reconstruction was the carting off of rubbish. For weeks the streets were crowded with teams, busy in removing *débris*. Hundreds of thousands of dollars were expended in this preliminary labor. Bricks, scrap iron and lead, etc., were sifted out, and the useless stuff dumped into the lake basin. Several acres of ground were thus made in the fall and winter. There are at this writing probably no less than two hundred teams still employed in clearing the burnt district, although this feature of restoration ceased to be distinctive long ago. The wagons once employed in hauling away refuse are now busy in furnishing material for masons, carpenters, and plasterers.

The second obstacle in order of time to be overcome resulted from the destruction of the records of the county. In the Court House, supposed to be absolutely fire-proof, were stored the legal evidences of ownership to all the realty in Cook County, including, of course, the city of Chicago. It was difficult to raise money on real estate security, and no one would be willing to put up a

building if he ran any risk of inability to make good his title to the site. The General Assembly was importuned to afford speedy relief. No bill on the subject was passed until late in the winter, and the statute finally adopted met the case only partially. Each owner has been obliged, to a very considerable extent, to make good his title by such means as would satisfy a court of equity. The actual delay in building from this cause was, however, so much less than the public anticipated that one can now hardly realize how great it originally was.

The third obstacle was the exceeding length and severity of the winter. The ashes were still hot when the frost came, and that to stay until far into the spring. Many supposed that all permanent building would have to be put off until spring; but it was not. At once massive structures began to rise here and there, especially on the streets near the river. Steadily the work went on. Hannibal crossing the Alps, and Napoleon retreating from Moscow, were mere skirmishes in comparison with the battle with snow and ice waged all winter long by Chicago builders. They all, from the hod-carriers to the contractors, deserve great credit for their pluck. Truer heroism in the endurance of hardship was never shown. This tribute of praise must, however, be tempered with censure.

The fourth obstacle to be overcome was the strikes. Early in the winter campaign the various trade unions engaged in restoring the waste places, began to threaten suspension of work unless they were paid higher wages; and that, notwithstanding the price of labor, had materially increased. For some weeks the public was greatly exercised on this subject, and very serious consequences were feared. As a matter of fact, but little harm came of these threats. The reason was that

fresh recruits from the country could have been brought in any day to take the places of the strikers. The workmen then in the city had no monopoly of available muscle and skill—thanks to the railroads and telegraphs, with their annihilation of time and space. It was the appreciation finally of this phase of the case which averted the apprehended danger, preventing it from causing serious disaster.

The fifth and last obstacle to be mentioned was the high price of building material. Brick and lumber at once took a leap upward. The lumbermen, of their own accord, fixed a maximum for their stocks at a reasonably low figure; but the brick men were either unable or unwilling to follow that example. Yet the winter building was not materially checked by this difficulty, and before spring opened prices had come down somewhat, although the cost of building material has all along been too high. Remembering the rebate policy of the General Government, adopted in the case of Portland, Maine, a few years before, Chicago asked Congress to pass a law authorizing the Treasury Department to refund all the duties paid on imported material used in rebuilding the burnt district within a specified length of time. At first there was no opposition of any account. The request was so reasonable that no one seemed disposed to resist its being granted. But before the bill was reached, the first enthusiasm of sympathy had cooled off, and the lumber interest arrayed itself against the measure. A long and bitter fight was waged, resulting in the passage of the bill with the rebate on lumber stricken out. The Treasury Department was very slow in adopting rules for carrying the law into effect, and the rules, when adopted, were very unsatisfactory. So far, Chicago has derived no benefit, or very little, from the statute. Needless difficulties have been interposed, and much feeling exists against the Secretary of the Treasury for his apparent

disposition to defeat the object of the act. New regulations may yet be adopted, rendering the relief, which has so far been theoretical, practical. Such modifications could be made without opening the door to fraud.

We have spoken of Reconstruction from the negative point of view, showing the peculiar difficulties which had to be surmounted. We come now to speak of the positive work accomplished.

It should be premised right here that information sufficiently full and exact to warrant a tabular statement cannot be secured. After the fire, everything was in such confusion, and the pressure upon all sides so great, that systematic records were not kept. The Board of Public Works, which would ordinarily have ample *data* for a statistical report, did not resume the regular recording of building permits with sufficient detail to give any idea of the structure to be put up, until near the close of February. We do not find fault with this, for it was doubtless unavoidable; but as defective tables are misleading, we attempt no tabulation, contenting ourselves with giving only such statistics as are absolutely reliable.

The first work was the erection of temporary structures, mere sheds or shanties. A few sprung up among the ruins, but the greater part of the business houses were strung along Michigan avenue on the lake front. The city permitted the ground to be used for that purpose, with the express stipulation that the occupancy should not extend over one year. From Park row on the south to Randolph street on the north, a distance of one mile, nearly the entire east frontage was lined with rude structures, mostly one story, and all frame, and frequently of great depth. Wholesale business—groceries, hardware, and furniture—centred to a very great extent on the lake front. At this writing many firms have removed to permanent headquarters;

and if the city authorities do their duty (and they seem disposed to), there is not, at this reading, a single lake front shell left tenanted. It is expected that before winter sets in once more, the ground will have been cleared off. Another year, the park will resume its old aspect. During the summer of 1871, the city had expended about \$40,000 in beautifying the lake front. Much of what was then done has since been destroyed, and the cost of replacing those improvements will ultimately have to be set down to the account of repairing fire damages.

The celerity with which structures for the accommodation of commerce were erected, was hardly greater than that with which shanties were put up for the housing of our homeless people in the North Division. That feature of rebuilding belongs, largely, in the list of relief work; for an important part of the aid afforded fire victims last winter was the assistance rendered poor men in getting some sort of shelter for their families. In speaking hereafter of the building permits issued by the Board of Public Works, and in the details based thereon, no temporary structure, whether for business or residence, is taken into the account. Neither is any note taken of the thousands of cottages in the North Division, between the North Branch and Clark street; for they were, almost all of them, erected either before the fire limits were established, or in defiance of that ordinance. Such general facts as can be got at in regard to them will be given in taking a final survey of rebuilding.

It is estimated, by the most reliable authority, that \$200,000,000 worth of property was destroyed by the fire, covering a territory of about four miles in length by an average of two-thirds of a mile in width, comprising about 1687.89 acres. There were on an average, sixty-five acres burned over per hour, destroying property at the rate of \$7,500,000 per hour, or \$125,000 per minute. The business houses and blocks, already erected, in process of

erection, or under definite contract, will more than make good the store and office room destroyed. The hotel accommodations will be about the same as before, counting simply those structures now under contract, and not counting the Grand Palmer House and the Pacific Hotel, both of which had been started before the fire. As many new blocks and stores are being projected, and some more hotel projects are on the *tapis*, the city will soon be better off in these respects than it ever was. The amount of residence building so far done is relatively small, except in the German portion of the North Side; while the permanent public buildings, except schools, churches, and jail, are entirely in the future. What has been expended by the Governments, National, County, and City, have been mostly for repairs, temporary accommodations, or preliminaries.

From the time of the fire to December 1st, two hundred and fifty building permits were issued; but no information in regard to the character of the buildings can be arrived at accurately. From December 1st to September 22d, there were 1250 permits issued, 65 for frame buildings (not including the temporary frame structures erected on the lake front and elsewhere immediately after the fire); 965 for brick buildings; 20 for iron fronts, and 200 for stone fronts. Of these buildings, 234 were one-story; 378 two-story; 226 three-story; 263 four-story; 88 five-story; 10 six-story; and 1 seven-story. It has been impossible to ascertain the number of feet frontage occupied by the new buildings erected previous to February 22d; but since that date, and up to September 22d, the total number of feet front for the buildings permitted to be erected foots up 43,413 feet, or over eight miles. In the case of buildings occupying the corners of the streets, this aggregate only includes the main front. There is this general remark to be made: The earlier permanent structures were entirely of brick, for the reason that it

takes time to quarry and cut stone to fit any particular structure, while all bricks, being of the same pattern, the adapting of material to plan is the work of the masons. Not a few of the earlier brick buildings would doubtless have had stone fronts had it not been for this question of time.

On the 23d of November, the Common Council established the fire limits, as follows: From the water-line of the shore of Lake Michigan at Thirty-first street west to State street; thence north to Twenty-sixth street; thence west to Pittsburgh, Fort Wayne & Chicago Railway tracks; thence north to Twenty-second street; thence west to South Jefferson street; thence north to Chicago, Burlington & Quincy Railway, and Chicago & North-Western Railway tracks; thence west to Throop street; thence north to Twelfth street; thence west to Ashland avenue; thence north to Van Buren street; thence west to Western avenue; thence north to West Lake street; thence east to Ashland avenue; thence north to West Indiana street; thence east to North Carpenter street; thence north to Chicago avenue; thence east to North Wells; thence north to a point 125 feet southwest of the intersection of North Wells with Lincoln avenue; thence northwest to Fullerton avenue; thence east to Lake Michigan; thence south along the water line to Thirty-first street. Within these boundaries no wooden building is allowed to be erected, and the ordinance gives elaborate details for the interior construction of large buildings, so as to render them as safe as possible. The authorities have been criminally negligent in some cases, especially in regard to the interior of "fire-proof" buildings. It is not uncommon to see a Mansard roof, with its ample supply of kindling wood, perched on the top of a building which would otherwise be proof against fire. Still, as a whole, the business portion of Chicago promises to be as secure from the ravages of fire as any city in the country.

The brick used in Chicago is for the most part poor, having too much lime in it. What is brought from Milwaukee is good; what comes from Philadelphia is best of all, but quite too expensive for general use. Iron fronts are not as well liked as they formerly were. Fire twists and destroys them easier than it does either brick or stone. Iron pillars extending up one story are, however, very common. Before the fire we had one immense structure of Connecticut marble, pure white. It soon discolored, and had no advantage over the cheaper stone. New Chicago has no building which may, properly speaking, be called a marble palace. Granite cuts no figure in Restoration. Limestone and sandstone are used entirely — or, to be a shade more accurate, those two and freestone, the latter being really a member of the sandstone family. Much prejudice was at an early stage of rebuilding felt against limestone, because it crumbled in the great conflagration. The fact is, nothing could stand that heat, if fairly exposed to it; and the difference in fire-proof properties between the different stones used here, is slight. All could stand an ordinary fire; none could hold their own against a city in flames. The Custom House, the Court House, and the First National Bank, were the least injured of any buildings fairly exposed to the fire; and they were all limestone structures. There are seven quarries now shipping stone to Chicago. Three of them are in Ohio, all sandstone; one in Michigan, also sandstone; and three in Illinois, one sandstone, the other two limestone. Their prices per foot range from 65 cents to \$1.10, varying in color from white, gray, bluish brown, reddish brown, and cream. All are taxed to their utmost capacity to supply the demand.

#### PUBLIC WORKS AND BUILDINGS.

The first step toward permanent rebuilding was taken by the State of Illinois, although there was not a sin-



gle structure in the city before the fire belonging to the State, and none is proposed. The facts in the case are these: Chicago had, by permission of the State, expended a vast amount of money in deepening the Illinois and Michigan Canal, an aqueduct designed originally for commercial use only, but which, by deepening so as to reverse the current of Chicago River, would also form a grand sewer for carrying off the floating filth of the city. Such a revolution in the river's flow had been actually accomplished in the summer of 1871. This great achievement turned the offal previously flowing through the heart of the city into the lake, gathering foulness as it neared its debouch, into the Illinois River, thence into the Mississippi, saluting St. Louis in its march to the sea. There was great rejoicing at the completion of the work, on sanitary and olfactory ground. The value of that river reform was vastly enhanced by the fire. Quite a long strip of territory skirting the river, which had before been given up to cheap uses, the stench being intolerable, came into prominence at once, as sites for mercantile houses. The practical area of business in the heart of the city was materially enlarged. That was, however, more an individual than a municipal benefit. The great first step for rebuilding was taken by the exercise of a reserved State right, which would probably never have been exercised had it not been for the fire. The motto of Illinois is "State Sovereignty." The founders of this commonwealth were extremely Jeffersonian in their politics; and in keeping with this motto, the General Assembly, in authorizing the municipality of Chicago to deepen the canal, stipulated that the State Government might at any time assume complete control of the canal by refunding to the city its expenditures for improvement. A few days after the fire, Governor Palmer convened the General Assembly for the purpose of considering the propri-

ety of the State's relieving the city by exercising that reserved right. Only eleven days after that awful ninth of October, the Legislature passed an act appropriating \$2,955,340, with interest until paid, for relieving the canal lien. It was provided that not less than one-fifth nor more than one-third of this amount should be applied by the city to the rebuilding of bridges and public buildings destroyed by the fire, the remainder to be applied to the payment of the interest on the bonded debt of the city and the maintenance of the fire and police departments. This substantial token of sympathy not only set the city government at work to repair the desolations of the fire, but it nerved and stimulated the general public, its indirect advantage being greater than its direct.

Eight bridges and three viaducts were rendered impassable by the great conflagration, the wood-work being totally destroyed in some cases. No time was lost in their repair. These repairs have now all been completed, or nearly so, and with one exception paid for. The total cost will not vary materially from \$330,000. The three viaducts are all on the main branch of the river, across State, Clark, and Wells streets. Three of the bridges have the same location. The fourth one across the main branch is at Rush street, near what used to be the river's mouth, but is now its source. One of the bridges is across the North Branch, at Chicago avenue. The other three are across the South Branch, at Adams, Van Buren, and Polk streets. Some damage was done to the La Salle street tunnel by the fire, but not much. From the ninth of October until the first of January, that under-water road was the only direct means of crossing between the North and the South Divisions of the city.

Had the roof of the engine-house of the Water-Works been fire-proof, many millions of property destroyed in the great conflagration would have been saved. When, therefore, we say that

the damage to the Water-Works was only about \$100,000, we refer simply to direct damages, or to what it has cost the city to foot its repair-bills. Even this estimate does not include the damage to the North and South Side reservoirs. The damage to them is set down at \$20,000; the loss by the injury of water-pipes, at \$15,000; by fire hydrants, at \$10,000; water metres, \$6,000. An immense waste of water occurred through open service-pipes, adding \$97,410 to the water expense of the city, from which no revenue was derived. Putting all these items together, we have the cost of restoring the Water-Works, \$248,410. The new roof over the engines is iron; and the catastrophe of last fall can never recur. In connection with the Water-Works, it may be mentioned that a new lake tunnel, of much larger capacity than the old one, is now under contract, to be completed July 1, 1874. The cost cannot be given in advance of its completion, as it is to be paid for according to plans and specifications, or by the piece.

The number of miles of street pavement exposed to the fire was  $28\frac{1}{4}$ ; and the estimated damage was \$211,350, or 17 per cent. of the original cost. The damage has, so far as possible or necessary, been repaired. The wooden blocks of the Nicholson pavement were second only to vaults in being fire-proof. There were destroyed 599,537 feet or 113 1-5 miles of wooden sidewalks, valued at \$404,991.50; of stone, 37,122 feet or 7 miles, valued at \$531,095.60; of flag-stone, 6,122 feet, over one mile, valued at \$5,293.80. There has since been laid 366,500 feet or 69 2-5 miles of wooden sidewalks; 16,840 feet or 3 1-5 miles of stone pavement; and 880 feet, or 1-6 of a mile of concrete—making in all 38,480 feet or 72 23-30 miles.

The city occupies no buildings now except its own, and has bought none since the fire. It had to rent accommodations for its Government until the first of January, when it moved into a

city hall erected on the reservoir lot, as it is called, on the southeast corner of Adams and La Salle streets. It is a square structure, covering 178 feet. It is ample enough to afford room for all the city officers, together with the law library, the county recorder's office, and such of the courts of record and county officers as are not provided for in the remnant of the ante-fire court house. The amount expended in constructing and furnishing the building is set down at about \$75,000. The city has two police stations under way, one on Harrison street, its old location, another not far off on Pacific avenue. Two hook and ladder engine houses are in process of construction, one on the old armory lot, the other on Dearborn street. These four buildings are in the South Division. In the North Division two fire engine houses are being built, one on Southport avenue, the other on Michigan street.

The county loss was confined to the Court House and jail, all in one building. The old Court House had been botched up only a short time before the fire, by the addition to it of very expensive but shabbily constructed wings. The one on the west belonged to the city, the one on the east to the county. The contents of both were totally destroyed, including all official records. The old or central building and the west wing were ruined past all repair. It will cost a large sum to remove the *débris*. The east wing is a wreck; still, by a slight expense in refitting, the county was able to render the basement and the first and second stories tenable. The only structure now in process of erection at the expense of the county is a jail. It is located at the corner of North Dearborn and Michigan streets. The material used is stone, iron, and brick. It is designed to be fire-proof; two hundred and ten feet front, two hundred and eighteen feet deep, and three stories high. The building will be divided into different departments, consisting of the criminal court, insane and hospital

departments, and the jail proper, each with different departments for male and female. The jail will accommodate from two hundred and forty to two hundred and fifty inmates. The building will be completed about the first of November, 1872.

The main idea in and incentive to the canal lien policy of the State, which we have already explained, was to aid in the restoration of the City Hall, which is to be built in connection with the Court House, forming one building, occupying, without covering, an entire square, bounded by Washington, Clark, Randolph, and La Salle streets. As yet no plans have been so much as submitted. The City and County Governments have decided to jointly offer a premium of \$5,000 for the best plan of their joint building, of \$2,000 for the second best, and \$1,000 for the third best. How many millions of dollars the structure will cost, no one can so much as guess. The destroyed wings were frauds as well as shams. The public is keenly alive to the importance of a good job and no "jobbery."

The United States had one building in Chicago at the time of the fire—its Custom House, Post Office, and Court house, on the corner of Dearborn and Monroe streets. It was not half large enough to accommodate the government business, and part of the officers were obliged to find quarters elsewhere, and those in the building were cramped for room, especially the Post Office force and the courts. The structure was otherwise a good one. The four walls were of Joliet limestone. It was the only bed rock structure in the city; that is, the only one in which the stone laid as it originally did in the quarry—a circumstance that went far to protect it from weather stains, and from the fire. Had all the windows been protected by iron shutters, the contents would probably have been preserved. As it was, everything went down, including the contents of the vault,

which, by an egregious blunder, had been set on iron pillars, which of course gave way. Nothing has been done with the building except to remove some of the rubbish, and it is not known what will be done with it. It will probably be sold, site and all.

Early in the winter, Congress appropriated \$2,000,000 to the purchase of a new site, and the erection of a new building. Of this it took \$1,250,000 to buy the land. Subsequently, another appropriation of \$2,000,000 for the same object was made. The first appropriation for a public building is rarely if ever the last. After much discussion and figuring, the Government bought what was known as the Bigelow block, a square bounded on the north and south by Adams and Jackson streets, and on the east and west by Dearborn and Clark streets. The preliminaries were not all settled, and actual possession of the ground acquired, until July. A large force of men and teams are now at work clearing off the refuse and excavating the basement. The cost of clearing the ground will be \$3,700. The Government, through the supervising architect of national buildings, Mr. A. B. Mullett, advertised for bids for furnishing concrete for the basement, also stone for the superstructure. The proposal for the former which was accepted, was put in by Singer, Talcott & Co., whose quarry is at Lemont, Cook County, a few miles up the canal.

The advertisement for proposals to furnish stone for the superstructure was such as to narrow the competition to a few quarries. The architect excluded all limestone. He also excluded all quarries which had not been worked for at least ten years. As the "party of the second part" is liable to fail, making it necessary for the Government to take possession of the quarry and get out its own stone, Mr. Mullett also, and very properly, refuses to entertain the bid of any party not in possession of an undisputed title to the quarry from which it was proposed to

take the material. The bids were opened at Washington. In every proposal which could be entertained at all, with one single exception, the proposition was to furnish stone of a minimum size at a specified price, and add one cent for each foot in the larger sizes. No such bid could be seriously entertained. It is worth more per foot to furnish large blocks than small ones, but no such amount. The bid actually approved was put in by John M. Mueller, of Cincinnati, whose quarry is at Buena Vista, on the Ohio River, a locality given some notoriety of late by a popular novel entitled "A Good Investment," the scenes of which are laid in that stony region. His bid was to furnish stone at \$1.30 per foot for blocks not exceeding 100 feet in dimension; \$1.35 for blocks of over that size and less than 150 feet; and \$1.47 for all other blocks, however large.

The following description of the building is vouched for by the supervising architect, Mr. J. C. Rankin, as correct:

The plan of the building measures 342 feet 6 inches, by 210 feet 6 inches, covering a space of one acre and two-thirds. There being five stories, including basement, we have a floor-area of 7.3 acres, after making allowance for the court and the wall. There are, as will be seen from the accompanying illustration, bold projections; and in the elevations there are important central features on each *façade*, carried above the main cornice as towers, each surmounted with a dome and tholus in stone. The architecture may be described as a Florentine Romanesque, treated freely. The corners are heavily quoined; and the wall surface is relieved by ornamented piers, with richly carved capitals.

The first story is treated with the segmental arch. The bold, rich transom carried throughout continuously, adds to the solidity of this story, and prevents any appearance of attenuation, which the piers otherwise would

have. The Post Office requirements for light are such as to make it a very difficult problem to solve, in giving up all wall space to glass, not to destroy the architectural effect by an unpleasant feeling of the slightness of support for the superstructure. On each of the shorter sides is a handsome and capacious portico—a pleasing as well as thoughtful feature. On the long sides will be a sufficient number of exits and entrances.

The second and third stories are similarly treated: the second story, slightly the richer, having an ornamented pedestal course, through which will be admitted air for ventilation. The windows have semi-circular heads, with pointed Italian arch mouldings, the transom to be of stone. These stories are otherwise well defined by broad belt courses, simply and carefully decorated. The main cornice, a remarkably ingenious feature in itself, carries a balustrade at its outer edge; and its great projection is well sustained in finely modelled brackets.

The story above the main cornice is elegantly treated, in an entirely original manner, whereby a good story is obtained without the hackneyed Mansard roof; and the outlines of its windows, with a rich frieze, give a fine treatment of a difficult problem. The sky hue of so large a building is most pleasingly relieved by its ornamented chimneys and towers. The gable ends on long sides, flanked by ventilating shafts, boldly mark the roof, and offer legitimate features of decoration—a fact the architect has made the most of in its pleasing design.

The first story and basement are for the Post Office business entirely. The second story will be used by the sub-treasury and customs, and the third story will be devoted to the law courts.

The general plan of the building is an interior court 83 feet by 198 feet, open to the ceiling of the first story, which will be a glass skylight, lighting the working part of the Post Office. In the upper stories is a continuous corri-

dor, making the circuit of this court; and all the rooms are amply lighted from the outside walls of the building. The vaults will be carried through each story in solid masonry from the foundation. At each end of the building will be two passenger lifts, besides a fine airy staircase. The ventilation of every part is well cared for.

#### CHURCHES AND SCHOOLS.

Chicago disputes with Brooklyn the title of "City of Churches," or did before the fire. The number before the

great conflagration was one hundred and sixty-five. The loss was thirty-nine; the aggregate estimated value of those structures was \$2,281,500. Those in the North Division will nearly all of them, if not every one, be re-built upon the old sites. In a few cases rebuilding is now in progress. In the South Division none will be rebuilt in their former locations, with one exception, the Clark Street Methodist Episcopal, which is also a business block. The St. Mary's (Catholic), First and Second Presbyterian, the Trinity Epis-



THE CUSTOM HOUSE-AND POST OFFICE.

copal, the St. Paul (Universalist), and the Swedenborgian, all stone edifices, and, except the last named, massive structures, will every one locate farther south.

Two magnificent temples of worship spared by the flames have since been pressed into secular service. The Methodist Church on the corner of Wabash avenue and Harrison street is now the Chicago Post Office, and the

Church of the Messiah (Unitarian) Rev. Robert Laird Collier, pastor, situated a few numbers further south on the same avenue, is now used for mercantile purposes. The annual rental paid by the Government for the former is \$20,000, the lease running three years. The church has since bought the Olivet (Presbyterian) Church property, corner of Wabash avenue and Fourteenth street; the latter having

united with the Second Presbyterian, of which Rev. Dr. Robert Patterson is pastor, and which is now erecting a grand edifice on the corner of Michigan avenue and Twentieth street. The Church of the Messiah now worships in what was the Calvary (Presbyterian) Church, corner of Indiana avenue and Twenty-second street. The building is used during the week for business; the first floor is a store, the second, where the services are held, is devoted to the uses of the Bryant and Stratton Business College. We may add that two or three other small churches have been secularized.

One of the more notable results of the fire has been ecclesiastical marriages. These have not been so much unions made for convenience and economy, as from choice,—genuine love matches. The First and Calvary Presbyterian Churches set the example, and a spacious new edifice on the corner of Indiana avenue and Twenty-first street has already been so far completed as to be tenable. The Second Presbyterian and Olivet Churches, now one, laid the corner stone of their new house in September. The last wedlock of this kind was the bridegrooming of the South Congregational Church by the Plymouth Church, of which Rev. W. A. Bartlett is pastor. The edifice on the corner of Wabash Avenue and Eldridge court, built by the Plymouth, has been sold to Bishop Foley, of the Roman Catholic Church, and will be soon re-dedicated. While the first "married couple" named has already got to keeping house in the new home, the last is spending a sort of honeymoon in the home of the bride, corner of Indiana avenue and Twenty-sixth street. It is quite too small, and before the second fire anniversary a spacious new Plymouth Church in that vicinity will probably be in process of erection. The actual church building of next year will undoubtedly exceed that of this year.

The public school houses destroyed by fire were: La Salle street Primary;

North Branch Primary; Elm street Primary; Pearson street Primary; and the Newberry, Ogden, Franklin, Kinzie, Jones, and Dearborn schools. They could not be replaced for less than \$250,000. Those built since the fire or in course of erection, are as follows:

Name.	Location.	Foot front.	Foot depth.	Height—stories.	Accommodation. No. Pupils.	Approximate Cost.
FRANKLIN SCHOOL.	{ Cor. Divis. & Sedgwick streets.	70	70	3	750	\$ 30,000
OGDEN....	{ Ches't, bet. Dearborn and State.	70	70	3	750	30,000
KINZIE....	{ Cor. Ohio and LaSalle sts.	70	70	3	750	30,000
PEARSON PRIMARY.	{ Cor. Pearson and Market sts.	70	70	3	750	30,000
No name. Site of old Jones sch'l	{ Cor. Clark and Harrison sts.	70	75	4	1000	50,000

These are all substantial, convenient, and commodious, but not particularly ornamental. It is probable that by another year Chicago will have more public schools than it had before the fire, and better ones, too. The rapid increase in our population renders this absolutely necessary. We can no more get on without school houses than business blocks. They equally belong in the category of "necessities of life."

#### PRIVATE BUILDINGS.

None of the buildings thus far mentioned, except incidentally, are sources of revenue. They are, rather, bills of expense, put up for the benefit of the public, and not of individuals. From the descriptions of private buildings which accompany the illustrations, one may form some idea of what has been and is being done. But nothing like an adequate conception can be formed. With few exceptions, the cut fails to do justice to the reality.

The area of business has been greatly enlarged. The mile or so on Canal



street, in the West Division, where the fire originated, was largely given up to miserable rookeries before; while now it has a great deal of heavy business, a large part of which will probably remain there permanently. In the South Division, while many residences were destroyed, none are rising in their places. The entire burnt district on the South Side is given up to business, thus enlarging the business territory of the principal portion of the city nearly one-third. In what was formerly the business part of town, at least three-fourths of the ground is built up or is being so.

With two or three exceptions, the structures are creditable, and very many of them superb. The block on State street, between Washington and Madison, for instance, is far superior to any building we had before the fire, and yields the palm to none on the continent. La Salle street was noted for its magnificent office buildings, and after the fire the remark was common that Chicago would never see their like again. But rebuilt LaSalle is looming up grander than ever. The new Chamber of Commerce is a much finer structure every way than the old one was, and the bank and insurance palaces skirting that thoroughfare are, or will be, proportionately better than their predecessors. The new hotels will improve upon the old to a still greater extent. Neither the Sherman nor the Tremont had the capacity of the hotel at the Union Stock Yards, just south of the city limits, a house filled the year round with cattle dealers: Numerous as were our hotels, they were not equal to the demand. There is no city in the country which has so large a proportionate transient population. Midway of the continent, with a vast network of railroads, nearly everybody passes through Chicago "going West" or "going East," as the phrases are. There is no danger, however, of a paucity of public houses in the future. The cost of the Pacific Hotel has been more than made up by

the resultant appreciation of adjacent real estate. A first-class hotel thus serves a double purpose, much to the benefit of the general public.

The elevators or grain warehouses destroyed were the Central, A.; Munger & Armour's; the Galena; the National; Hiram Wheeler's, and Lunt's. Their aggregate capacity was 2,475,000 bushels. Those not destroyed have a capacity of 8,900,000 bushels. All those destroyed, except the last named, which had only a capacity of 75,000 bushels, are being rebuilt. Some have already been completed; all soon will be. The capacity of the new elevators will be considerably greater than that of the old ones. Besides, an entirely new enterprise in the warehouse line is fast approaching completion—Hough's elevator. The aggregate capacity of these new warehouses is 5,600,000 bushels, or 3,125,000 in excess of those destroyed. Others have been projected. The grain trade of Chicago is increasing in proportion to the agricultural growth of the vast region of which this city is the commercial centre. We may as well add here that the "Air Line" Elevator, illustrated on page 276, is 72 feet by 273, and the bins are 50 feet deep. The height to the top of the cupola is 110 feet. The loading and unloading in all our elevators is done entirely by steam power, and the largest vessels can be filled in a few hours.

Chicago is destined to be as famous for her factories as for her commerce. The city is situated just right for it, especially for all kinds of iron-works, material and fuel being very cheap. The vessel taking grain to the East, can afford to bring back coal or iron at an exceedingly low rate. In this and other ways, mercantile and manufacturing enterprises are natural allies and concomitants. As yet, however, our manufacturing interests are in their infancy. The fire swept some of them away, for they were largely along the North Branch. Those destroyed have for the most part been replaced, with

some important additions. As the buildings themselves are an exceedingly small part of the factories as a whole, a statement of the expenditures in this line would be of no value. It should be added that a very large per cent. of the manufacturing which really centres, in its capital and brains, in Chicago, is done outside of the city limits, where land is cheap, and the workmen can live at less expense, and exposure to temptation than in town. The railway system is working a great revolution in the residence habits of city people, by creating suburbs blending the advantages of town and country life. The railway system is working a hardly less marked revolution in the location of manufactures. New Chicago will soon rival Pittsburgh in her industrial thrift, without the intolerable nuisance of soot and smoke. Our new factories will, to a very large extent, be *of* Chicago, but not *in* Chicago.

We have thus surveyed the "burnt district," or the *rebuilt district*, as it ought rather to be called, from the standpoint indicated by the general title of this article. But before entering upon the details accompanying the illustrations of private buildings, two features of the residence part of burnt Chicago should be pointed out. That portion of the city had two sections, as distinct in condition as labor and capital.

While capitalists have been hard at work restoring the business portion of the burnt district, the laboring men whose homes were destroyed, lost no time in rebuilding. A vast area on the North Side, between North Dearborn street and the North Branch, was, for the most part, dotted over with cottages. Had the water supply held out, this section of the North-Division would have been saved, for the wind was favorable; but the structures being inflammable, and there being no means of protection, the fire took its course, leaving small dust piles to mark the site of former homes. In no other

large city does so large a proportion of the laboring class enjoy the luxury of a homestead. Instead of huddling in loathsome tenements, our poor, to a very large extent, live in their own houses. Thousands of cottages were swept away on that awful Monday, and thousands have since been erected. The new houses are *fac similes*, almost, of the old. An effort was made to compel the use of brick in the rebuilding; but those Germans and Scandinavians, law-abiding in everything else, rebelled against the fire ordinance. One may go square after square in that section of the city and hardly see a single brick house.

It is a remarkable, yet not at all mysterious fact, that the oldest part of Chicago will be its youngest. The area between North Dearborn street on the west, Lincoln Park on the north, the lake on the east, and the river on the south, was the first to be built up, originally. It was there that "the old families" lived in elegant houses, with spacious ground. When the South Side was a swamp and the West Side a prairie, that section was a thriving city. The fire left only one house standing, and of the ground, nothing of beauty remains. Charred trees, which paid no heed to spring; a desolate conservatory with its glass uncracked, but its adjoining house an ash heap; and a plentiful growth of weeds, bear mournful testimony to the ravages of fire. With here and there a sickly exception, nothing has been done to restore that waste region, except a part of the business portion along the river's edge. This does not betoken, as might be supposed, a lack of enterprise; on the contrary, it results from the judicious direction of enterprise. The men who lived in those houses did business across the river, and owned business blocks there. Thus far they have been bending every energy to restore the structures necessary to accommodate the business of the city. For the present they can do as Paul did, who lived in his "own hired

house," or join the great army of boarders. As soon as their business property and rent rolls have been restored, they will, doubtless, turn their attention to residence building. That will be the second and final "departure" in the restoration of Chicago.

*Frank Gilbert.*

#### BUSINESS BLOCKS.

If one desired to impress a stranger most thoroughly with the magnitude of the work which has been done in Chicago within a year from the period of its desolation, he would be likely first to take him into one of the new buildings which have arisen as if by the wand of the enchanter, in that region which last October presented the most grand and universal ruin to be seen on the globe. From a careful examination of one of these fine structures, a person is much better able to make a true estimate of the whole work of regeneration which is already accomplished.

He will be at once struck with the breadth and stability of the foundations, the solidity of the walls, and the general appearance as of a structure built to withstand some common enemy. He will see a few buildings which seem more like fortresses than commercial structures, having vaults encased in several feet of masonry, and covered with railroad iron at the top, and from turret to foundation composed of material which has combined with all the oxygen it was capable of thousands of years before man made his advent into mundane matters. For the purpose of introducing the reader to a few representative buildings of the New Chicago, he is referred to the illustrations and descriptions which immediately follow. These buildings have not been selected because they were the best, but rather because they represented the various classes of buildings which will compose the regenerated city.



THE NEW SHERMAN HOUSE.

The old Sherman House was the pride of all Chicago people; and when it fell in the general ruin on the ninth of last October, probably no item of the long roll of destruction more thoroughly impressed the people all over the country with the profundity of our disaster, than the words which told that the Sherman House was no more. It was completed in the year 1861.

The reconstructed hotel has reached the completion of its walls. It stands on the same site as its predecessor, and has a frontage of 160 feet on Randolph street by 181  $\frac{1}{2}$  on Clark street. It rises to the exceptional altitude of seven stories above the basement, and will overtop the greater share of the

buildings of the new city. It will contain 275 rooms. The exterior is constructed of a fine dark steel-colored sandstone, from the quarries of Illinois on the Kankakee river. It is built in accordance with the provisions of the will of the late F. C. Sherman, and is to be held in trust for the benefit of the heirs. Its cost will not be less than \$600,000, while the land upon which it stands is valued at \$400,000. This beautiful structure comprises, in its details, all the most recent improvements in hotel architecture, and is far superior, in its conveniences and in the elegance of its workmanship, to the hotel which stood in the same place one year ago.



FARWELL BLOCK.

Within a few days after the great fire, and while the flames in the vast coal-yards along the river were still unsubdued, Mr. J. V. Farwell selected a site for a new dry-goods house; and, instead of choosing a spot in the vicinity of his former store, determined to build on what was but a few days before one

of the poorest and most insignificant portions of the city, being no other than the northwest corner of Franklin and Monroe streets. There was little *débris* to be removed, for as the ground had been occupied by mean wooden structures, all that had once been there was reduced to ashes and smoke.

Workmen were immediately set to putting in the foundations of a new building, and in the chilly days of November this solitary structure was the object of all observers, as its long lines of busy workmen with trowel and plumb, rose steadily in sharp outline against the autumn sky, and far above the gloomy ruins below. Before the advent of winter Mr. Farwell had established his wholesale department in the new building, and had issued circulars to his old customers announcing his readiness and ability to supply their wants once more. It was an era in the fortunes of the city, as everybody then felt. This was but the first step in the diversion of a very large wholesale business to that part of the city. Soon afterward, or nearly at the same period, Messrs. Field, Leiter & Co. commenced to build immediately north on Madison street, and during the summer others have followed, until now both Madison and Monroe streets, from Franklin to Market, are solidly built up with palatial wholesale houses, whose occupants are transacting a business that approaches a hundred millions of dollars in a year. There is no other place within the burnt district where so great a change has been ef-

fectured as here, and all from following the lead of Mr. Farwell.

The cut which accompanies this represents the original building, together with the additions which have been made since. The entire building, when completed, will have a frontage of 320 feet on Monroe street by 190 feet on Franklin, and will be entirely devoted to the jobbing and retail business of Messrs. Farwell & Co. The figures show that this is one of the very largest wholesale houses in the world. One who would see the interior of this establishment may step upon one of the four steam elevators, and pass around each loft which is appropriated to a special department of business. Going once around each room, he will have walked about a mile and a half, and if he attempt to thread the various aisles, he may go ten miles and not repeat his steps. The employees number from 1000 to 1200, and the sales reach from \$12,000,000 to \$14,000,000 per annum. The members of the firm are all gentlemen of high standing as citizens, and some of them fill offices of trust in the State and positions of honor in the Church. Chicago is certainly very proud of them, and has good reason to be.



GRAND PACIFIC HOTEL.

The Grand Pacific Hotel is the largest hotel structure in the world. It was built after plans by W. W. Boyington, architect, by a company chartered by special act of the Legislature in

1869. Its stockholders include the two great railroad companies, the Lake Shore & Michigan Southern and the Chicago, Rock Island & Pacific, whose magnificent new passenger house

stands at the foot of LaSalle street, one block distant from the Pacific. Several of our largest and most widely known capitalists have joined in the enterprise. At the time of the fire the hotel was within a few months of completion, and was almost totally destroyed. It has been solidly and beautifully rebuilt, and better than before in many particulars; and the work of finishing is now going on rapidly. The total cost and value of the building is \$1,000,000; the lessees will expend \$400,000 in furnishing the hotel. The value of the ground occupied is nearly \$800,000; so that the Pacific enterprise represents an investment of nearly two and a quarter million dollars. The building occupies an entire block, bounded by Clark, Jackson, LaSalle and Quincy streets, an acre and a half in area. The materials of three fronts is fine olive-tinted Ohio sandstone, crowned with Mansards and towers, constructed with iron and slate. The general style of the building is French. It is much admired for its effective simplicity, with a sufficiency of ornamentation to relieve the vast *façades*, particularly that on the south, which has an extent of 325 feet. The first prominent feature that strikes the observer on entering this splendid structure are the two great central courts, both devoted to the public uses of the house. These are crowned by beautiful domes, and will lack no feature of decoration requisite for effectiveness. Upon these courts open the eight entrances to the hotel, and from these rise the flights of stairs to the floor above. This lower floor has eight elegant stores, to be leased for retail purposes, on Clark street, and twenty-two offices on LaSalle street. The main office is in the east court, with all the best appliances and elegant fittings worthy of the house. The second floor is reached by the grand staircase—a superb construction, in white marble, in the centre of the house. On this floor are the grand and private parlors, the grand dining-

hall, ladies' ordinary, club dining-room and breakfast-room, the conservatory, and a fire-proof working department, itself as large in area as many entire hotels. To the whole arrangement of the Grand Pacific, and to its access and connection with the other parts of the house, several months' study were given by H. M. Smith, the founder of the scheme, and secretary of the company, among the leading hotel men of the country, and the best American hotels; and it is pronounced unsurpassed in every desirable feature. The lessees of the Grand Pacific for twenty years are Messrs. George W. Gage, David A. Gage, and John A. Rice, long of the Sherman House, whose reputation is world-wide, and who will furnish the great hotel in sumptuous style. They promise from present appearances to enter upon their new career as hosts early in the spring of 1873.

In the new order of magnificent business architecture which has been so uniformly adhered to in the rebuilding of our city, one of the most prominent and noticeable, both from its admirable location, and its rich, tasteful appearance, is the elegant brown stone structure on the northeast corner of State and Madison streets, an illustration of which is given herewith. As usual, however, in colorless pictures, it fails to convey an adequate idea of the peculiar beauties of the edifice. It is in the Gothic style, the material being the celebrated Oswego brown sandstone, the *façade* relieved with exquisite ornamentation carved out of the solid stone, the ripe, warm color of which so peculiarly serves to bring out the artistic touches to the finest advantage, and at the same time affords a grateful contrast to the somewhat monotonous hues of the gray and drab stones which have been so largely employed in buildings in its vicinity. The broad high windows contain the heaviest and costliest of plate glass, in panes so large that it was necessary to order



their special manufacture in Germany. The building is five stories high besides the basement, with a total street frontage of over two hundred feet—fifty-five feet on State street, and one hundred and sixty on Madison—and running back to a wide alley. This gives windows on three sides, and renders the interior, with its high ceilings and elegant fixtures of walnut and oak, remarkably light and attractive, besides the more important consideration of

the advantageous display of goods. A huge clock surmounts the State street *façade*, its illuminated dial denoting the time at all hours of the day or night. Taking into account the location, the material and size, the admirable harmony in style and proportion, the artistic ornamentation so judiciously employed, and the massive construction, this is generally regarded as the finest store yet built in Chicago.



RICHARDS, SHAW & WINSLOW'S BUILDING.

The history of the occupants of this palace of trade—the well-known wholesale dry goods firm of Richards, Shaw & Winslow—furnishes a notable illustration of the proverbial pluck and energy of Chicago business men. The individual members of the firm were all severe sufferers by the great fire of October 9th. The respective firms of Fitch,

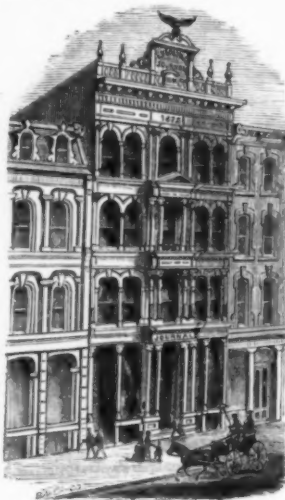
Williams & Co., of which Mr. William H. Fitch was then a member; of Richards, Crumbaugh & Shaw, of which Jonathan Richards and Theodore A. Shaw were members; and of Bowen, Hunt & Winslow, of which Mr. A. H. Winslow was a member—sustained a loss collectively in the destruction of merchandise to the amount of

one and one-half millions of dollars, not over one hundred dollars' worth being saved out of their united stocks. With energy unconquered and undismayed by the appalling calamity, they organized the present firm out of the materials which the fire could not destroy—their experience, capacity, credit, and reputation—and in a short time they had arranged for a fresh start, having hastily constructed a temporary brick building on Michigan avenue. Keeping a sharp look-out for some suitably located building of sufficient size to answer the requirements of their immense business, they secured, early in the spring of the present year, the building just completed and occupied, and the construction of which was pushed forward at as rapid a rate as was possible with a structure of this character.

It would be impossible for the visitor to make a tour through this grand establishment, noting the perfection of the building, and its internal arrangements and conveniences — its six floors crowded to repletion with almost every description of dry goods manufactured in this country or in Europe — without experiencing a feeling of incredibility that its proprietors are the same gentlemen who were overtaken by the disaster of October last. Yet such is the fact. It is only one among the legion of business miracles wrought by our princes of trade. With her destinies in the hands of such men, no one need wonder that Chicago should become the novel and the model city of the world.

The several daily newspaper establishments are to be well provided for in rebuilt Chicago. Most of them will have permanent homes compared to which their old ones were, in the language of the great critic Fadladeen, "as the flimsy filagree-work of Zamara beside the eternal architecture of Egypt." The "TRIBUNE" building, corner of Dearborn and Madison streets, to be re-occupied on the anniversary

of the fire, is built one story higher than the one destroyed, in the same general style of architecture, but of different material—red sandstone being used for the new building. The "TIMES" is putting up a handsome and well-planned building for its own use, on the corner of Washington street and Fifth avenue—a much finer office than it had before the fire, and an effective contrast to the barracks in which it has been quartered since. The "INTER-OCEAN" occupies its own building on Congress street, where it has been since January—having been the first of the dailies to get into permanent quarters. The "STAATS-ZEITUNG" has a fine building nearly completed, on the corner of Washington street and Fifth avenue.



JOURNAL BUILDING.

The new Journal Building, Nos. 159 and 161 Dearborn street, on the east side of that thoroughfare, between Madison and Monroe streets, is to be, when complete, one of the most substantial and elegant structures in the city. It is to be built of brick, five stories and basement, with a handsome Buena Vista cut-stone front. The gen-

eral architectural style is Franco-Italian, with some slight modifications tending to heighten the general effect. Extending to a height of three stories, the front will present a projecting portico in three divisions, formed of massive iron columns for the first story, two on each side of the main entrance, moulded with Corinthian capitals, highly ornamented and projecting a proper distance from heavy pilasters, forming the guards to the entrance. These columns will be capped with heavy carved stone, forming the base from which spring the columns of the second story. These columns, which will be fluted Doric, are of stone, with tastefully shaped capitals, on the top of which will rest a stone balcony, projecting about six feet from the building, supported also by carved consols constructed in ornamental work. Then comes the third tier of columns, Corinthian again, on the top of which is a pediment resting on modillion blocks of stone, and tastefully constructed, altogether adding greatly to the beauty of the building. The first story will be wholly of iron and plate glass, there being three French plate windows, six feet by thirteen in size. The extreme top of the front will be finished with a galvanized iron ornamental cornice, bearing in the centre of a shield-shaped ground the name "EVENING JOURNAL" above the date 1844, and below this, in the stone, the date 1872, in raised figures. The interior of the building will be fitted up in the most approved style for the accommodation of a great daily newspaper.

One of the notable institutions of Chicago is the Fidelity Safe Depository, the object of which is to furnish to the public a place where money and other valuables in small compass may be deposited, with as nearly an absolute certainty of their safe-keeping as it is possible to attain. Of course the value of such an institution depends upon the known safety of its vaults; and the "crucial test" of those of the

Fidelity Safe Depository was applied literally last October. At the time of the fire, property representing millions of dollars was here deposited; and of course the anxiety of depositors was great. Whilst the flames were still raging in other portions of the city, and the fallen walls about the Depository were still hot and smoking, its vaults were opened and found to be perfectly unharmed, the interior temperature not in the least affected by the intense heat without. A sign was improvised by the President, Thomas B. Bryan, and posted conspicuously upon the



FIDELITY SAFE DEPOSITORY.

ruins, thus: "Vaults and contents all safe. Renters and depositors are requested to call and receive their moneys and other treasures in perfect preservation." Business was immediately resumed on tables made of burnt bricks; and millions of property were thus handed over, to the inexpressible joy and relief of the owners. The Fidelity enjoys the merited reputation of having been the *first* institution to resume business in the burnt district; and it has conducted and continued its business in the same office without interruption, the new walls being constructed around and

over the first story and basement, which survived the fire.

The new Fidelity Savings Bank and Safe Depository Building, shown in the cut, is located at Nos. 143, 145, and 147 Randolph street, immediately adjoining the Sherman House on the west, with the style of which structure it nearly corresponds, being built of the Missouri stone. In the former Depository Building, which had been completed but a short time before the fire, there were eight vaults (still preserved), the metal-work of one of which cost \$22,000; and one to cost \$40,000 is being constructed for the new building.

No instance of loss by one of these Depositories has yet been recorded.

A Savings Bank is added to the Depository, of which Hon. John C. Haines, formerly of the State Savings Institution, is President, and Hon. Thomas B. Bryan, the projector and founder of the Fidelity Safe Depository, is Vice-President.

The offices of the Guarantee and Investment Association and of the Mutual Trust Society, Thos. B. Bryan, President, are in the same building—the object of said institutions being the investment of capital in our great and growing city.



REPUBLIC LIFE BUILDING.

Of the half dozen buildings that partially or wholly withstood the fury of the great conflagration, the Republic Life Insurance building, here shown, was one. When the fury of the flames had passed by, and the smoke had partly cleared away, the Nixon building, on the northeast corner of Monroe and La Salle streets, and next to it the

Republic Life Insurance building, stood like battered fortresses, the former intact, while the latter, though scorched within and without, everything within it being reduced to ashes, had its walls remaining almost entire. Workmen were set about repairing it, and early in the spring it was completely restored. It has the same general appearance as

before. It is largely occupied by the United States Government, for the accommodation of its business in this city. The building is owned by the Republic Life Insurance Company, which derives a large revenue from the rentals. The Life Insurance company occupy rooms on the second floor. The remainder of the building is occupied as offices, and from the fact that each

story is almost equally accessible by means of a steam elevator, the upper stories are nearly as convenient as the lower ones. Mr. J. V. Farwell is President of the Republic Life, and Hon. W. F. Coolbaugh, Treasurer. The company have a capital of \$5,000,000, with \$1,000,000 paid up, and is one of the most popular life insurance corporations of its kind in the West.



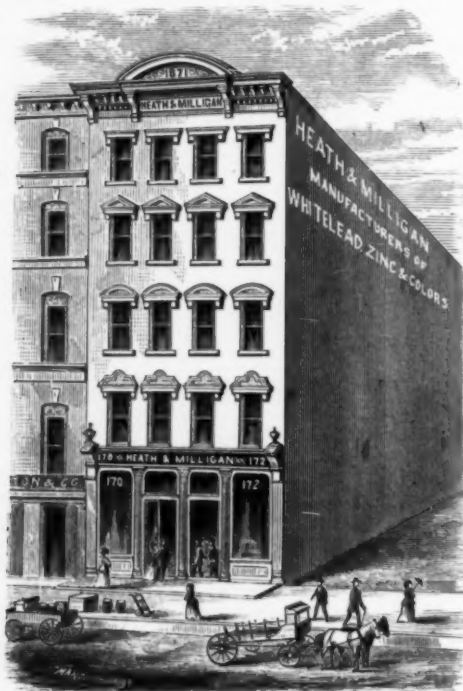
INTER-OCEANIC BUILDING.

The Inter-Oceanic Building, the property of Hon. J. Y. Scammon, occupies 105 feet on Wabash avenue, between Harrison and Congress streets. It is five stories high, and contains a central building and two wings. The rear portion of the north wing is to contain, in the basement, the large

eight-cylinder press which Messrs. Hoe & Co. are constructing for the *Inter-Ocean* newspaper. The building is built of Milwaukee brick, with white trimmings for the doors and windows, and presents a very imposing appearance on this wide and beautiful avenue.

Few will forget in the early days of last winter the pride with which they saw the topmost brick laid upon the walls of a fine five-story building on Randolph street, near La Salle. It was the first structure of its kind in that part of the city, and was the forerunner of all the stately palaces that have risen on that thoroughfare since. Here was laid the first stone sidewalk after the great fire, and the building itself was

completed in 80 days. If the "Phoenix," about which so much has been said and sung, really has a home in Chicago, this must be one of its haunts, and Heath & Milligan must be its *alias*. This firm had completed a very fine building on this site in 1870, which was shortly afterward destroyed by fire. It was rebuilt and occupied in ninety days, but only to go down in the sweep of the great conflagration.



HEATH & MILLIGAN'S BLOCK.

gration. Though rebuilt with such rapidity, the structure is one of the most substantial in the city. In going through the building, one marvels at its completeness and strength; its large fire-proof vaults in the basement under the sidewalk; the boiler-rooms in the rear; the two beautiful engines on the first floor; the elaborate machinery in

the third and fourth stories; and the perfect cleanliness and order prevailing everywhere. They are the accompaniments of a large paint-mill, capable of grinding sixteen tons a day, a putty-mill turning out two tons a day, twenty color-mills, making each 200 pounds a day. In the rear is a building 40x60 feet, the basement hav-



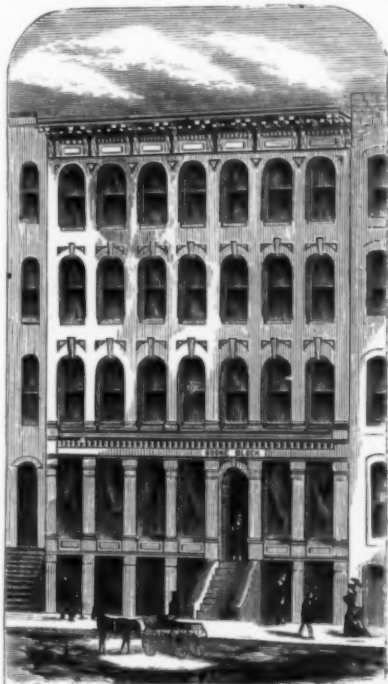
ing stalls for horses, the first floor used for the wagons of the firm, and the upper story for a paint-shop.

This is one of the establishments of Chicago peculiarly worth visiting. It has a history worth recording, as, from a small beginning, it has, in eighteen years, become the only establishment in the world combining so much under one roof. The store is 30 feet, 6 inches in front, by 165 feet deep, and five stories in height, with a corrugated iron roof. The customers are invited to a parlor in the second story, from which they enter into another large room filled with samples, neatly arranged, of everything in the store, from which they make their selections and order their goods. The business is very large, and reaches the whole Northwest.

The Boone block, on La Salle street, between Madison and Washington streets, has a frontage of 55 feet by 93 feet in depth. It is four stories high above the basement, and cost \$65,000. It was commenced immediately after the fire, and was one of the first blocks built from the foundation after that event. The rapid completion of this building was due to the wisdom and foresight of the managers of the Union Mutual Life Insurance Company, whose offices occupy a part of the building—the company, with Dr. L. D. Boone, being interested in the property. Dr. Boone, who has been a citizen of Chicago for thirty-six years, has the charge of the financial department of this company. The action of this company in Chicago is worthy of notice. It has invested about two and a half millions of its assets in loans upon real estate in this city, thus adding to the prosperity of the city from which it draws a liberal support. Several other companies follow this example, but the fact that this company has always followed this

wise and just course, entitles it to its full meed of credit. Mr. L. C. Clark, the general manager of the Policy Department for Illinois and Iowa, has also an office in this building.

This street from Washington to Monroe street is, at present, the financial centre of the city, and is likely to contain for some time a great share of the banking, insurance and law offices of the city. The Chamber of Commerce, situated on an adjacent corner, must tend to draw about it the more important financial institutions of the city. The Boone block is, in appearance, about the same as before the fire, but its interior is much improved, having twenty of the finest vaults in the city. It is occupied exclusively for offices, the basement being occupied by the Chicago Savings Institution and Adolph Loeb & Bro., brokers; and the first floor by the International Bank,



BOONE BLOCK.

the Cook County National Bank, the Mechanics' Institute, and Wm. Hansbrough, the superintendent of the building. In the second story we find the offices of the Union Mutual Life Insurance Company, the office of the Canada Southern Rail Road Com-

pany, and the Hartford Life Insurance Company. The third story is occupied entirely by law firms; and the fourth is occupied by the Law Department of the University of Chicago, and every other room is occupied by architects and contractors.



PETER PAGE BLOCK.

Among all the notable men of Chicago who aspire to write their names in enduring stone, high up on the rising palaces of this eventful year 1872, Peter Page stands eminent—almost preëminent. His block on State street is hardly equalled for the beauty and elegance of its exterior; and he is erecting, on the southwest corner of Wabash avenue and Washington street, the building of which an engraving is shown on this page. It will be ready for occupancy in February next, and will then be surrounded on all sides by first class improvements.

Mr. Page occupied the ground as his private residence only a few years ago, and he has shot quails from his back door; yet now he is only in the prime of life.

The building is to be occupied by D. B. Fisk & Co., importers and jobbers of millinery and ladies' furnishing goods. Mr. Fisk commenced business in Chicago in 1853, and is now among the great merchants of the city. The sales of his house for half a day now amount to more than the entire business of the first year. The great fire destroyed their entire stock last fall;

but they immediately ordered new goods, and the sales of the present year have exceeded those of the past. The store is sixty-two feet in width, by one hundred and fifty-one in depth, and five stories high, with a basement eighty-two by one hundred and ninety feet in size. An oval court intersects

the building from the basement to the top, through which an observer may see the business of the various departments represented upon the several floors. Two steam elevators will pass the customers and visitors from story to story.



MARINE BANK BUILDING.

Among the men who have the utmost faith in the future of Chicago, is the Hon. J. Y. Scammon; and when men talked, early last winter, of building cheap brick structures, Mr. Scammon was one of the first to lay the foundations of some of the most elegant and substantial structures of the New Chicago. The old Marine Bank building, at the corner of Lake and Clark streets, was the first fine bank building erected in Chicago. It was built of Vermont marble, and was four stories high above the basement. It occupied 72 feet on LaSalle street and 60 feet on Lake. The west portion was occupied by the Marine Company, and the east portion by the Mechanics National Bank. The new building, of

which we give a representation, is 20 feet larger on Lake street than the old one, built of the same material, but of an improved design, and will be one of the finest and most substantial bank buildings in the city. The west half will be occupied by the Marine Company, an institution with half a million of capital, which confines its business mainly to foreign exchange, letters of credit and trust, and savings business. The east portion, with forty feet front, and extending nearly the depth of the lot, belongs to, and will be occupied by, the Mechanics National Bank. The interior arrangements of both banks are very convenient, and the abundance of vaults will give room enough to preserve, as the old bank

building did, everything there should be occasion to put in them. The Mechanics National Bank has become one of the most prosperous of all the banks in the city. Its surplus funds

amount to nearly as much as its capital—capital and surplus being between four and five hundred thousand dollars.



HIBBARD & SPENCER'S STORE.

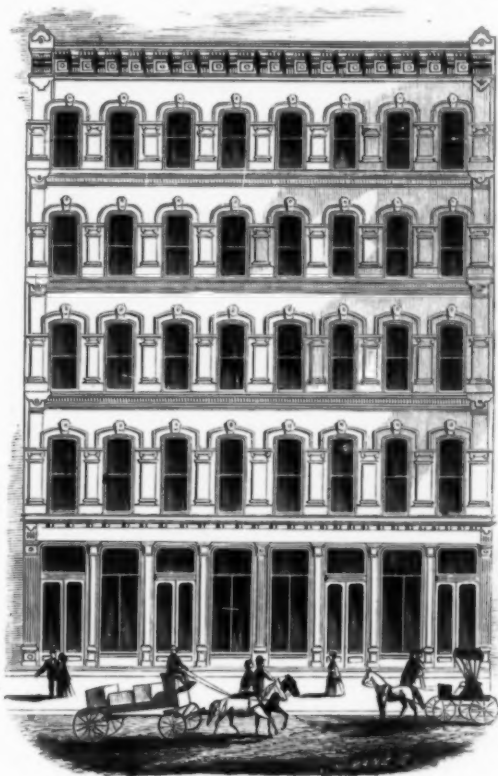
Lake street, before the fire, was the centre of the wholesale trade of Chicago. Along the eastern end of the street, the solid, massive fronts confined the reverberating echoes of thousands of heavily-loaded trucks, which conveyed to the railroad depots the goods that were destined to all parts of the Northwest. The stately structures cast their shadows, even in the longest days of summer, across the street, and projected them partly upward on the opposite fronts. But the growing trade of the city demanded broader and more commodious buildings than these, fine as they were; and the owners of property on Lake street looked with something of alarm at the gradual withdrawal of the wholesale business to other streets. The fire levelled all that was most improved, as well as the old structures; and the Lake street property owners are again on an equality with their neighbors.

With the sagacity which is never lacking to Chicago business men, they have clubbed together and rebuilt much broader stores, with higher rooms, such as are adapted in every particular to the wants of the wholesale trade of the city; and now the business which threatened to leave this thoroughfare altogether within a few years, will be attracted back again, without a doubt, since the street is already far on the road to perfect reconstruction.

The building shown in the above cut is situated on the corner of Lake street and Wabash avenue. It is of pressed brick, with heavy sandstone trimmings, and was built expressly for the trade which it now accommodates. It is heated by steam, and has three elevators, which are operated by steam engines. The building is 48 feet wide by 140 in depth, and five stories in height. Being in the corner, the base-

ment occupies not only the site of the building, but the sidewalk space on both streets; and it consequently is 72 feet in width by 150 in depth. The building belongs to J. H. Reed, Esq., and has been leased to Hibbard & Spencer for a term of years. These gentlemen commenced business as hardware, cutlery, and tin merchants, under the title of Tuttle, Hibbard & Co., in 1855, and were sufferers in the great South Water street fire of 1856,

which was known as *the* great fire of Chicago, until the greater one came. After this fire they removed their business to their present corner, and in the next year removed to the corner of State and Lake streets. In 1860 Hibbard & Spencer bought out the other members of the firm, and immediately commenced building the stores which they occupied before the fire, 92 and 94 Michigan avenue. On the Saturday night before the great fire, they had



WRIGHT BLOCK.

finished an additional story to their building, had it cleaned, and were moving their goods into it. This firm was among the fortunate ones who could pay their indebtedness in full.

In about twenty days they had completed a store on the park front at a cost of \$10,000, two of their firm were stationed in New York to forward goods and fill orders, and they were at

once in the midst of a heavy business. The contract for the present building was made in December, this firm having leased it before it was contracted; and it was finished and occupied in July last. Their business of this year has exceeded that of the preceding, although their usual sales were very large; and their position among the largest leading houses of the country is everywhere conceded.

The Wright Block is another building which stands upon a well-known locality on Lake street, occupying the ground where Potter Palmer's and Field & Leiter's old store stood. It is constructed with a front of Philadelphia

pressed brick, with sandstone trimmings, and is five stories in height above the basement. The frontage is fifty feet, and the depth one hundred and fifty feet. It is heated with steam, and every story is made accessible by a good steam elevator. This is another locality which has suffered twice from conflagrations. It may therefore be supposed that, by the doctrine of chances, the present building is destined to stand for some time. The building has been reconstructed upon a radically improved plan, and promises to attract to itself once more the popularity which has for many years attached to this locality.



DOANE BLOCK.

The Doane Building is another fine Lake street structure, and one of which the people of Chicago may be proud. It occupies the site of the old Burch Block, on the southwest corner of Lake street and Wabash avenue. This is a site made historic by the great fire of 1868, which destroyed about three million dollars' worth of property on Lake street. Mr. J. W. Doane secured a long lease of the ground last winter, and in March commenced the construction of the present building. It is built of St. Louis brick, with trimmings of Milwaukee

brick and sandstone. Its fronts are 115 feet on Lake street, and 170 feet on Wabash avenue, and it is divided into four stories, fronting on Wabash avenue. It is heated by steam, and each store has an elevator and fire-proof vaults. The building was constructed from the start, so as to accommodate the wholesale grocery business. The location of the largest jobbing grocers in this building and in its immediate neighborhood, will undoubtedly hold the great mass of the trade in this vicinity for many years to come.



Messrs. J. W. Doane & Co. occupy the south end of the block, as their many friends and patrons throughout every portion of the Northwest have already learned. The next store is occupied by Messrs. Bliss, Moore & Co., importers and jobbers of groceries. They were located, before the fire, at the corner of Michigan avenue and South Water street. The firm is made up of parties who have been associated, from time to time, with some of the oldest houses in the city.

Next come the firm of Brown & Bohner (late Eaton & Brown, of 71 Randolph street), jobbers of lamp goods, glassware, etc. They occupy the first and fifth floors.

The corner on Lake street and Michigan avenue is occupied by Messrs. Franklin McVeagh & Co., wholesale grocers, who before the fire did business at 36 and 38 River street.

The floors above Brown & Bohner are occupied by S. B. Parkhurst, wholesale dealer in crockery and glassware. Though a sufferer by fire twice within two years, he is fairly on his feet again, and has increased his volume of trade beyond any previous time.

An institution which everybody who has been in Chicago will recognize, is the First National Bank building. When first erected, this building was an experiment in Chicago, being intended to be fire-proof. It was built entirely of iron and stone, no wood being used in the structure; and was considered as incombustible as a rock. And so it was—almost. As the President well expressed it, nothing but a deluge could have overthrown it; but the deluge came, and the rocks were scarred, and the iron twisted, and a considerable portion of the wall fell. But the building, after all, stood it nobly; and the best evidence of this is the fact that the whole is now completely restored, at an expense of forty per cent. of the original cost of the building. The safes and vaults were unharmed. Not a taint of fire reached the inner vault of the safe depository,

where trunks and boxes of valuables were ranged on wooden shelves, and now remain as before; not a security or valuable was lost. On the first day of January, the bank again moved into the building, and there continued the business which had never been interrupted after the week of the fire. This bank—of which S. M. Nickerson, Esq., is President, and L. J. Gage, Esq., is Cashier—is one of the favorite institutions of the city and state; its business having always been so conducted as to command the confidence of the people in and out of Chicago. Its capital of \$1,000,000 has a surplus of \$400,000, and its deposits run from



FIRST NATIONAL BANK.

three to four millions. To its two former safes, divided into many compartments, the bank last week added a third, with larger compartments; and is thus able to accommodate a large number of customers with a depository for valuable papers and money. The large inner vault is filled with the more bulky valuables. The depository is entirely separate from the bank vaults, which are in the main office; and the different safes are rented to persons who, in the presence of a janitor, open and close their own safes—but the whole is controlled by the bank.

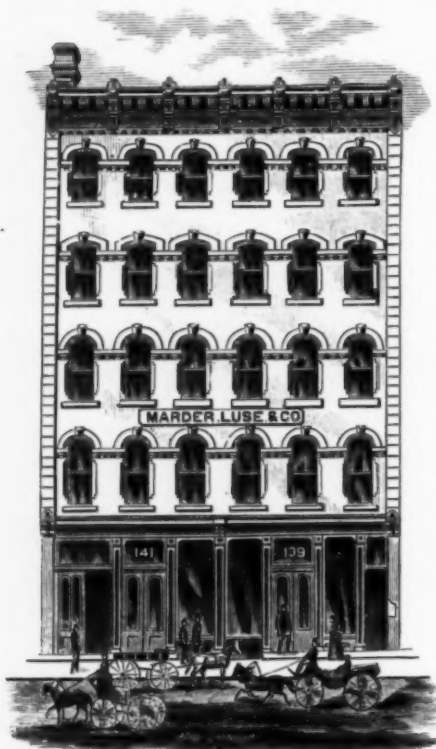
The building here represented is another of those which were among the first to be completed in the early spring. In excavating for the foundations last winter, the workmen were obliged to drill through solid masses of type metal, the remains of the stock which was contained in the building when the fire came. It is a very substantial brick

lost their all except the land which they owned, yet in almost all cases they have found means to rebuild and to start in business again. The building is situated on the north side of Monroe street, between La Salle and Clark streets, and is particularly designated as Nos. 139 and 141. It was occupied by Messrs. Marder, Luse & Co., as a

type foundry, the business having been established in Chicago in 1855, as the Chicago Type Foundry. In 1863 it was purchased by Messrs. Scofield, Marder & Co., from which arose the present firm of Marder, Luse & Co. The business had been established so long that the building had become filled with specimens of type of all kinds, from the newest and most popular to the old and abandoned styles of years ago. The fire transformed the immense bulk of material into an amorphous mass of metal, out of which there have been cast some of the most beautiful and certainly some of the latest styles of type to be found in this country. Already these gentlemen have established a business which ranks in importance with that of any other house in America. Their extensive and intricate machinery for all the branches of type-casting, electrotyping, etc., is of the most approved and thorough construction; and their facilities for manufacturing and handling all goods in their

line, are even better than before the fire.

The disciples of Faust can find in this establishment everything which the most cunning printer could conceive of, from the beautifully turned lines of an agate capital to the intricate and almost automatic printing machinery of a Potter, Hoe, or Bullock press.



CHICAGO TYPE FOUNDRY.

structure, forty-five feet front by eighty feet deep, and is so built that it will not be likely to fall a second time a prey to the destructive element of fire. It is rebuilt by the same parties who occupied it before the fire, and for the same purposes. Indeed, one of the curious things about rebuilt Chicago, is the fact that although so many persons

This building was erected by Mr. E. S. Pike, at the southwest corner of State and Monroe streets—a choice locality for good blocks. The accompanying illustration gives a good idea of the beauty and elegance of this structure—which is considered one of the finest in the city. It is built of marble, five stories in height, with a frontage of 80 feet on State street, and 120 feet on Monroe street. Steam elevators will be used in this building, rendering every floor alike accessible and desirable for business purposes.

The corner store of this marble palace will be occupied by Messrs. N.

Matson & Co., one of the largest wholesale and retail jewelry firms in the Northwest. The store is being fitted up especially for their use, and will be soon completed and occupied. This firm was established here about ten years ago. Before the fire, Messrs. Matson & Co. were located at No. 117 Lake street. Since that event, they have been at 481 Wabash avenue; and when they occupy their new quarters they will have one of the most beautiful and complete jewelry establishments in the country.

Messrs. A. H. Andrews & Co., manufacturers of and dealers in school



PIKE BLOCK.

and church furniture, office desks and chairs, etc., will occupy four stories of this building. Messrs. Andrews & Co. are among the most extensive manufacturers of their line of goods in the country; and will have in their new quarters ample space and facilities for their large and growing business.

The Ballard block, erected by A. Ballard, Esq., for Edward Ely, is located at the corner of Wabash avenue and Monroe street—im-

mediately adjoining Potter Palmer's great hotel. It will have a front of 53 feet on Wabash avenue, by 26 feet on Monroe street. The fronts will be entirely of iron, of very elaborate design and workmanship; and the building will be one of the most ornamental and noticeable structures in the city. It will be five stories in height; the stores and main entrances are on Wabash avenue, and the entrance to the upper stories is on Monroe street. All the windows in the building are to be

of the finest plate glass; and the stairs and inside finish entirely of black walnut.

Mr. Edward Ely, the popular merchant tailor of Chicago, will occupy

the entire second floor of this building. Mr. Ely is the acknowledged leader of fashion, in his line of business, in the city; and is one of our pioneer business men—having been engaged in



BALLARD BLOCK.

business here for the past twenty years. In his new quarters, he will have one of the most complete and elegant establishments in the country.

As stated elsewhere in this number, all the prominent hotels which were destroyed by the fire are rebuilt, or shortly to be rebuilt, in better style than before, and with increased accommodations. But the large growth in the population of the city has rendered necessary still further additions to the

number. Among the *new* hotels of the better class, the most prominent is the Gardner House—a cut of which appears herewith. This building was commenced November first, immediately after the fire, by Mr. F. B. Gardner, and is now completed, and will be opened to the public by the proprietors—Messrs. Gardner & Gould—in a short time. It is six stories high, built of brick, with ornamental stone trimmings, and presents an exceedingly pleasing and striking appear-

ance. The location is unsurpassed by that of any hotel in the city—being on Michigan avenue (corner of Jack-

son street), immediately fronting and overlooking the blue waters of Lake Michigan. It contains two hun-



GARDNER HOUSE.

dred and fifty rooms, and has been fitted up in the best and most approved manner. The Gardner House will undoubtedly become a great favorite with the travelling public.

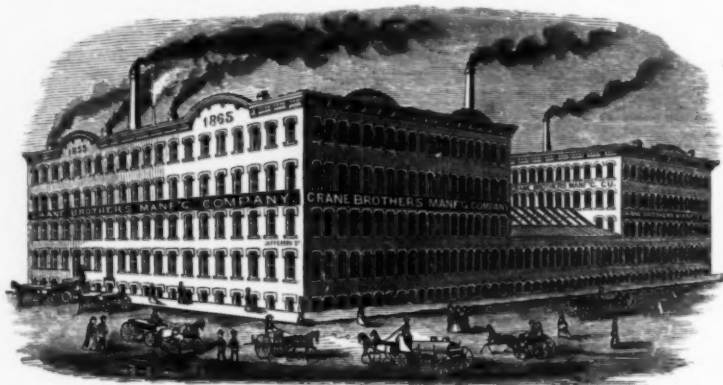
A city which owes so much to the mechanic arts, is not likely to forget those who have practised these arts so successfully in the work of rebuilding. During the summer that has just elapsed, no one could pass one of our large iron-working establishments without feeling that he might be in the vicinity of a vast arsenal or a place for the manufacture of cannon. For several months, indeed, all the iron founders of the city have turned their surplus resources into the work of moulding massive iron columns for the business blocks in process of construction in the South Division; and fortunate it is for the city that these great factories generally were so situated as to be outside the region covered by the great conflagration.

Among the great manufacturing establishments to which the city is so much indebted for the wonderful progress made in its rebuilding, none is more worthy of especial mention than that of the Crane Brothers Manufacturing Company, the principal of whose new and extensive works are shown in the next cut. That portion of these works in operation at the time of the fire, was, fortunately for them and for the city, not included in the general wreck; and during the long months that have intervened since last October, here, amid dust and smoke, and the clank of machinery, have been fashioned, by patient labor and indomitable energy and discriminating skill, much of the material that has already found a permanent place in the structures of the rebuilt city. Since the fire, extensive additions and improvements have been completed; and now, in completeness and comprehensiveness, these works are not

excelled in the United States. The buildings are very large, and accommodate the workers in brass and iron in almost all branches, from those who construct a steam-pipe to the skilful hands that put together the most powerful steam engine. They consist of three separate blocks, situated apart from each other, in which the work is divided into twelve departments, each presided over by a special superintendent. In one of these, the work consists in the manufacture of steam engines, steam pumps, steam elevators for mines and blast furnaces, and the

brass goods needed for these machines, and for steam- and gas-fitters. In another are manufactured steam heating and ventilating apparatus, gas- and steam-fittings, etc. And still another is devoted entirely to the making of wrought iron pipes.

This company are furnishing the majority of the steam passenger and freight elevators, as well as a great proportion of the steam warming apparatus, which are being so extensively used in hotels and stores in our rebuilt city. Their business extends over the whole country, from Mon-



CRANE BROS. MANUFACTURING COMPANY'S WORKS.

treat to San Francisco, and through the Southwest.

The enterprise was inaugurated in 1855, with the partnership of R. T. Crane & Bro. In 1865 it was incorporated as the Northwestern Manufacturing Company; and on August 1st, 1872, this title was exchanged, by a vote of the stockholders, for that of The Crane Brothers Manufacturing Company, in compliment to the originators. The change of name does not in any sense alter the *status* of the company. The capital stock is now placed at one million dollars. The officers of the company are R. T. Crane, President; C. S. Crane, Vice-President; S. W. Adams, Secretary; George S. Redfield, Treasurer.

Wabash avenue was one of the first streets to recover its buildings; and one of the very first to loom above the surrounding ruins was that situated on the east side of Wabash avenue, on lots Nos. 335 and 337. There are more costly buildings in this city, but none more substantial; and it was one of the very first really fine buildings built since the fire. The foundations were laid last fall, and the building was finished early in the spring. Its walls are unusually thick, and its front is of iron. Situated as it is near the southern boundaries of the fire, it is at present, and must so remain for all time, a prominent and central business locality; and besides, it is situated on the broadest business



thoroughfare in the city, which promises to be for Chicago very much what Broadway is for New York.

Messrs. Biggs, Spencer & Co., who occupy No. 335 as dealers in Guns and Cutlery, were formerly located on Lake street. The gentlemen who compose this firm are among the fortunate men of Chicago. A few days after the fire many Chicago firms announced their ability to pay one hundred cents on the dollar of all their liabilities, and this firm was one of the number. This announcement lifted a corner of the pall which was settling on the public mind in that day of gloom. Their orders were all promptly filled without interruption, and in three months they were buying so extensively of their

special goods that one invoice was kindly divided to accommodate a New York wholesale house, who could obtain the goods in no other way.

No. 337 is occupied by Abram French & Co., with a large stock of china, glass, and silver-plated ware, and cutlery. This firm makes a specialty of elegant Bohemian and other rare goods. It is a new house in Chicago, being a Boston firm, and the same in name that existed in Boston in 1822. It is now continued in the same name, with some junior members added. After fifty years it adds a house in Chicago as the great distributing centre of the country; and the young and energetic members of the firm in this city declare their expectation of eclipsing the Boston firm.



OTIS BLOCK.

The building shown in this engraving is a plain, substantial structure, situated on the northwest corner of State and Monroe streets. It is built of Athens limestone or marble, the material which, before the great fire, composed, almost universally, the fronts of the best buildings. The four corners of which this is one, will compose one of the most important business centres of the city; having on the diagonally opposite corner the vast pile which is to constitute Potter Palmer's great hotel, while on the corner next south is the elegant and palatial block

of E. S. Pike, which will be second to no building of its size in the city. The building is owned by Judge L. B. Otis. The whole of the upper floors, having a frontage of 50 feet on State by 120 on Monroe, with one of the stores on the first floor, having fronts on both streets, will be occupied by Messrs. Lyon & Healy, music dealers. These gentlemen commenced business in 1864, on the southwest corner of Clark and Washington streets. On the first of January, 1870, they removed to the southeast corner of Washington street and Wabash avenue, where they be-

came the victims of the fire which destroyed the Drake & Thatcher Block, in September, 1870. By this disaster all their stock was swept out of existence. The next day they reestablished themselves at No. 150 Clark street, where the great conflagration overtook them. Since that event they have occupied the Christian Church, on the southeast corner of Sixteenth street and Wabash avenue. On the anniversary of the fire, these gentlemen resume their business in the block above described. The Burdett organ-factory, in the North Division, which was an establishment under the patronage of this firm, was destroyed, but has since been rebuilt. Messrs. Lyon & Healy represent the Boston house of Oliver Ditson & Co., and supply the Western trade very largely, even as far as the Pacific coast.

Messrs. Smith & Nixon, who occupy rooms in the same building, are the agents of the Steinway piano.

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We have presented, in the preceding pages, a few specimens of what Chicago has accomplished in the past year in the way of rebuilding her business property. But no number or quality of illustrations could give any adequate idea of the almost miracles that have been wrought by our business men. It was to be expected after the fire that the greatest energy and activity would show themselves in restoring the burnt business blocks, as the business community naturally felt that the first necessity after the fire was for places in which to transact their business:

homes and social comforts were secondary considerations. But few there were, even among the most sanguine, who anticipated anything like the universal activity that has been shown in this direction. It is probably safe to say that there is hardly a single lot in the business portion of the burnt district, the owner of which has not already erected a building upon it, or is not preparing to do so in the near future. Our own citizens find it impossible to keep themselves acquainted with the new buildings that are constantly being erected. In going through the principal streets, one is startled at the changes which are being made—here a massive warehouse, where but yesterday it seems there was only a mass of broken walls and rubbish; there a stately business palace, where only a few weeks ago workmen were excavating and laying foundation walls. As beautiful and substantial structures as are on the continent, rear themselves it seems almost in a night; and to enumerate and describe them all would be to make a directory instead of a magazine. Enough of illustration and description have been given in this article to give an idea of the extent and character of the work; and it is not difficult to believe that the same tremendous energy and enthusiasm which have so far characterized this, the most important phase of Chicago's Restoration, will not be long in completing the work of giving to the city more beautiful, substantial, and extensive business edifices than those which were engulfed one year ago in a sea of fire.

## AMUSEMENTS, ARTS, AND SCIENCE.

IT is but nine months ago that the first number of *THE LAKESIDE* that was published after the great fire of the preceding October 8th and 9th, looked over the ruins of brick and stone and monuments of wealth and enterprise, and recalled tearfully the recollections of art, science, literature, culture, and elevated amusements, whose treasures and abiding places had been ruthlessly swept from the face of the earth in one night of terror and desolation. The most hopeful of us at that time would scarcely have cared to risk his reputation for clairvoyance by the prediction that the ninth monthly issue of this magazine would have had material whereon to base a record of Restoration that should include the abstract and æsthetical enjoyments which then seemed to have been destroyed forever. None of us would have believed, in that hour of depression, that something less than a year would be sufficient to place Chicago in a position to contemplate and enjoy greater facilities for the pleasures to be found in culture, music, and the drama, than ever before. Hamlet's mother did not change her widow's weeds for the garland of a bride more speedily than the people of Chicago abandoned their sackcloth and ashes to clothe themselves anew in bright colors, and provide the pleasures of a metropolis.

The material reconstruction of the stricken city is that which first fills the observer's mind with wonder. It assumes the aspect of a marvel, when one simply regards the apparent impossibility of having provided the material and secured the labor necessary to the accomplishment of the work that has been done in rebuilding. But it is really more wonderful that the reestablishment of amusement-places and the interest in art-progress should have found so important a place in this work of reconstruction, both because these things could have been the easier deferred, and because the increase of business would ordinarily have been supposed to monopolize the time and attention of all who had the pluck and

the money to begin over again. Yet six weeks sufficed to see a sort of interregnum theatre erected; six months saw a larger and more beautiful structure occupy the place where McVicker's old theatre stood; another dramatic temple stands almost ready for occupancy, at the corner of Washash avenue and Congress street; a minstrel theatre, taking the place of the old Dearborn, but located on Monroe street, and of fairer proportions, has been dedicated; still another theatre, on Randolph street, has been roofed over and will be opened before the winter season begins; more than \$100,000 were subscribed at a recent preliminary meeting for discussing the practicability of erecting an opera-house; Chicago has a grand free and public library, duly chartered by the Legislature, which it never had before the fire; the Academy of Sciences has made such headway as to have a larger building than its old one well under way; the Historical Society is simply waiting its turn to take up the work of research where the fire left it; a project for a new Academy of Design has been formed, the ground selected, the building planned, and everything placed in readiness to begin operations; one public art gallery has been established on State street,—and, for the sake of brevity, there is already a beginning of what will result in more numerous, elegant, and costly structures of art, science, and culture than old Chicago ever had. If these be not evidences of a cosmopolitanism that no fire can ever destroy, then I should be at a loss to know where to look for them.

The public amusements of Chicago from the time of the fire until now, have not, it is true, been of a character to excite any particular glow of pride or enthusiasm on the part of the patriotic citizen. Naturally, the first effort to revive them was in the way of pandering to cheap tastes, as being least difficult to satisfy. A minstrel entertainment was about the first to settle itself in a West Side hall; then a dramatic company found but feeble encouragement in a

wooden structure that had been used for German theatricals; then it seems as though a dozen variety shows were provided for the various portions of the city; it was not long before a circus found a local habitation on Clinton street, and a name in calling itself amphitheatre; six weeks were enough to erect a theatre building, a little more pretentious than all the others, where, during the winter, there assembled crowds of working people, who found their labor more remunerative than ever before, and who monopolized the privilege of amusement-going. This was a circumstance that was attributable, not so much to any particular depression on the part of the Chicago people, as to the unattractive character of the entertainments that were provided. There was no place left where the opera and concert troupes could come, and no theatre which offered inducements for the higher class of stars and the better kind of dramatic entertainments. The usual amusement-public made a virtue of necessity, and stayed at home; while the increase of 30,000 or 40,000 in the population—an increase made up largely by the laboring classes, who found themselves in possession of more spending money than they were accustomed to—served to keep up places of amusement that are now gradually falling off and giving way to the old regime. The churches did good secular work, however, on week days—almost as beneficial to the community, perhaps, as the religious labor they accomplished on the Sundays. Such of these institutions as did not suddenly develop a mercantile spirit and transform themselves into piano ware-rooms, gas-fitting establishments, post offices, and wholesale clothing houses, were largely utilized as assembly-places for lectures, concerts, and respectable entertainments. One enterprising young gentleman, who supplemented his career by a sudden and mysterious disappearance, whereby he became more interesting than ever, had the foresight to discern that the better class of amusement-seekers, thus deprived of the ordinary facilities for gratifying their tastes, would be greedy for anything that offered a substitute. So he organized a "Star" lecture course, and literary men and docto-

ri, who had been regarded heretofore as irretrievably stupid by the *beau monde*, found themselves reading their essays before a maze of *gros grain* silk, lace shawls, white kids, and black broadcloth, all brilliantly illuminated, and fluttering feeble approval of the display that reminded the spectators rather than auditors of old times. These unaccustomed scenes must have dazzled these quiet gentlemen, and led them to believe that Chicago, of all places, is the home of culture and the repository of true appreciation,—which, of course, will only prove to be one more of their delusions and disappointments, when the usual facilities for the display of toilettes and the levelling of lorgnettes shall be duly provided. Alternately the churches were awakened, however, from the drowsiness of the lecture-room, by a brass band, of the French, Frenchy, with bells ringing and cannon booming,—so that Chicago was not without its sensation, even in the passive days of its reconstruction.

Now let us see what is the promise of the future. As the dearth of amusements for the past few months has been occasioned simply by the destruction of the amusement-places, and not from any lack of interest or money, this promise can be best determined, perhaps, by a more detailed mention of the buildings already completed and in process of erection. First among these comes McVICKER'S THEATRE, a view of which is presented as an appropriate illustration to this article. No one familiar with Mr. McVicker's past career, was surprised to find him the very first to begin the work of restoring our public places of amusement on a scale commensurate with Chicago's ambition and resources. For fifteen years he has maintained his place at the head of his profession in the West. Having climbed the ladder from the very bottom round,—beginning as a call boy in a theatre,—he has had that practical education which alone insures success, and which almost invariably creates a legitimate pride in a calling that is too apt to become meretricious in the hands of adventurers. To ex-Mayor John B. Rice, who will probably be a candidate for

Congress before this article is printed, and to James H. McVicker, Esq., who has frequently been mentioned in connection with Congressional honors, Chicago owes more than to all others her advanced condition in the way of amusements. Mr. Rice was the first to give Chicago a regular theatrical building—a little theatre, which was abandoned at the time Mr. McVicker built a larger edifice to take its place, in 1857. At that time Cincinnati and St. Louis, both older cities, possessed many more inducements in the amusement way; now, though Cincinnati and St. Louis claim to be almost as large as Chicago, their people rarely enjoy the same opportunities for gratifying musical or dramatic taste, and do not pretend to sustain places of amusement that compare in number or elegance with our own. Mr. McVicker erected his first theatre on the site of the present edifice, long before Chicago was equal to its support, and at a time when people came to this capital of the Northwest simply for money-making purposes. The building was almost as large as the present theatre, and was erected at a cost of nearly \$100,000. Those were struggling days. A stubborn fight of two or three years left Mr. McVicker without a claim to the ownership of a single brick in the theatre in which he had placed all his money, his pride, and his hope. Yet that was but fifteen years ago, and when there was no competition whatever. In those days, Charlotte Cushman, in her prime, would come to Chicago and play to no better business than \$350 or \$400, while to-day she would feel chagrined if she did not act before \$1,800 or \$2,000 worth of people at each performance. Then it was only something of a locally sensational nature which proved sufficiently attractive to be popular. There was one piece, the writer remembers, entitled "The Court-Martial," in which a good-hearted but bombastic militia colonel figured in so ridiculous a fashion that he felt himself called upon to announce that he should shoot McVicker on sight; the redoubtable manager replied that, as he did not wish to put the colonel to any trouble, he would pass the post office every morning at ten o'clock. The shooting did not occur.

There was another play called "The Eastern Cousin," in which a number of the best-known citizens were pictured on the stage—and Chicago was not so large then but that we all knew one another—and which caused merriment enough to call out a full attendance for a few nights. But these occasions were the rare exceptions, while empty benches were the rule. Fortunately for Chicago, there was no one else to whom the management of the place could be entrusted, and, at the outbreak of the war, Mr. McVicker bought the theatre back, paying for it as he could. From this time on, it was steadily prosperous and profitable. Competition then came in, but the management maintained its legitimate way of doing business, and Mr. McVicker found his reward in wealth, position, and the good-will of his fellow citizens.

The present structure represents really a cost of about \$400,000, without estimating the value of the land on which it stands. The original theatre was built at a cost of about \$100,000; in 1867, about \$32,000 were expended upon it; in 1871, the inside was entirely taken out, leaving the four walls standing, and a new theatre built, at a cost of \$80,000, which was burned in about six weeks after its completion. Mr. McVicker's insurance proving to be but little better than nothing, his loss in the fire on the theatre alone, without counting other property that he owned, was not less than \$150,000. He proceeded at once to put up a shanty on the ruins, and set scene-painters to work, as the first requisite of his new enterprise. He began building the theatre itself on April 1st succeeding the fire, and it was opened with a crowded and brilliant audience on the evening of August 15th—the work having been done in three months and a half, and costing \$175,000. We all have more or less superstition—some people confuse it with honesty—and it may be mentioned as a singular coincidence that Mr. McVicker showed no particular depression on account of his losses, until the day after the fire, when he discovered that he had lost an old silver five-cent piece, which he had found some years before, and had attached to his watch chain. Some weeks afterward, before he began

work on his new theatre, while "walking down Broadway" in New York, he picked up another old five-cent piece, almost identical with that which he had lost. He gave it the accustomed place on his watch chain, and most of us can understand why he should feel easier in mind, though it would be a difficult matter to explain. His "luck" at all events — whatever that may mean — has been exceedingly good ever since that time, and his friends will unite in the hope that it will be long before he shall lose his other five-cent acquisition.

A brief description of the new theatre should accompany the cut. Its exterior presents a massive appearance in its walls



of dead white, the entrance set off by a colonnade in black and gold, with bronzed figures of Comedy and Tragedy at each side. This entrance is ample as well as elegant, and has the advantage of leading to the auditorium direct on the ground floor. In the matter of exit, the manager's foresight and experience have prompted him to provide unusual facilities — each circle having, with its own hallway, double staircases and seven doors that may be used in any emergency. The dread of fire that every one must have experienced in crowded auditoriums, will enable all of us

to appreciate these facilities. The formation of the house within approximates as nearly as practicable the horse-shoe shape, so that the stage is clearly visible from every seat in the house, those at the side having quite as good a view as those in front. The auditorium itself is entirely closed in from the lobby by folding doors, in order to shut out the noise that disturbs and mars a theatrical performance much too frequently. In general appearance the interior resembles that of Booth's Theatre in New York more than any other, though of course the frescoing and decorations are entirely different. The proscenium is beautifully and uniquely ornamented with grand mirrors, which reflect the brilliant chandelier and the bright colors of the theatre, and the animated presence of the audience on both sides of the house. The idea was a happy one. The house is provided throughout with the iron-backed opera chairs, which have proved to be more popular than all other seats that have been invented for public buildings. The orchestra or orchestra-circle seat about 800; the first balcony seats 500 more, and the second balcony as many, making the entire seating capacity of the theatre 1800 — there being no gallery and none of the revels in whistling and peanuts of the old-time gods. Hanging from the dome, at a height of sixty-five feet, is a gorgeous candelabra, of 200 gas jets with a mass of reflecting pendants and prisms, which is lighted at the touch of electricity, and thus creates a magic sort of illumination that is peculiarly appropriate to the mysteries of the mimic art. The great chandelier is turned off upon the raising of the curtain, leaving the auditorium in the subdued light of the side chandeliers, and concentrating the brilliant lights upon the stage, which thus looks as though it were illuminated by calcium reflectors. The provisions for ventilation are almost unequalled, the theatre being surrounded on all sides by an area from sixteen to twenty feet wide, making it practically the same as if situated in the centre of one block otherwise unoccupied. The mechanical departments are all modelled on the latest improvements — being a combination of all that is advantageous or de-



sirable, wherever found. McVicker's new theatre thus becomes one of the most delightful in the whole country, — entirely comfortable in its accommodations, convenient for entrance and exit, handsome to look upon, and provided with working departments that present graceful scenery and picturesque effects never thought of a few years ago. It will be devoted legitimately to the drama. The plays are produced so elaborately that most of them have a run of three or four weeks. The principal dramatic stars of the country, including Edwin Booth, Charlotte Cushman, Sothorn, Joseph Jefferson, Maggie Mitchell, Lawrence Barrett, and others, will appear during the season. Until an opera-house shall have been constructed, it is probable that opera will also find its way into McVicker's, and the Lucca troupe will certainly give a brilliant season there during the winter or early spring.

The next new theatre to be opened is known as AIKEN'S THEATRE, and is the handsome result of the enterprise of Mr. Frank E. Aiken, well known as the former manager of Wood's Museum, Aiken's Dearborn Theatre, and, more recently of the Hooley Opera-house, in the management of which he was engaged at the time of the fire. It was not long after the smoke had cleared away before Mr. Hooley and Mr. Aiken were looking toward rebuilding. They concluded, however, to build separately, and Mr. Aiken located on Congress street and Wabash avenue, several blocks further south than any one had as yet thought of building a theatre. The style of architecture in the new structure is the Renaissance. The dimensions are 80 feet in width and 150 feet in depth. The height of the building is about 70 feet, and the stage is 51 feet deep. The front is highly ornamented, being set off with a French roof and three pavilion towers rising over the cornice. Its material is gray stone up to the second story, then red pressed brick with elaborate stone trimmings. The main entrance is very large, and practically made still larger by the lobby-room given at each side. The door posts consist of Corinthian columns of cut stone, each capital sustaining a sphinx-head,

while the whole entrance is surmounted by a broken pediment cap with a bust of Shakespeare in the niche. Meli, an Italian artist who has done much toward the ornamentation of new Chicago, has provided two figures — one of Comedy and one of Tragedy — which have been placed between the pavilions of the French roof. The interior is, of course, of the most modern style. The auditorium consists of the orchestra and three circles, the dress circle separated from the orchestra by a simple railing. The seating capacity of the house is said to be about 1700 in all. The seats themselves are of the most comfortable pattern, consisting of large iron chairs with sofa springs. The proscenium, which furnishes room for two private boxes, is elaborately finished, as, indeed, is the entire auditorium, presenting altogether as pleasant a place for public entertainments as could be desired. Mr. Aiken has provided a dramatic company for the season, but will also present many of the entertainments which would naturally find their way to an opera-house if one had been constructed. About the time that this number of THE LAKESIDE comes before the public, Theodore Thomas's superb orchestra, which arrived in Chicago about a year ago, just in time to see the fire and escape a scorching, will discourse here its sweetest music. Then Rubenstein, the pianist, Mario and Carlotta Patti, Janauschek and Aimee, will follow in rapid succession.

Mr. R. M. Hooley, the well-known Brooklyn manager, who had erected a theatre on Clark street about a year before the fire, which shared the common fate, has been busily at work in the construction of a new edifice on Randolph street, between Clark and LaSalle streets, opposite the Court House and City Hall, and but a few doors from the Sherman House. Mr. Hooley will have a theatre that will compare favorably to any other in this new and beautiful city. In some respects, it will be the cosiest and pleasantest place of amusement in Chicago. It will seat about 1400 people, and has the advantage of bringing the audience close to the stage, and thus aiding to establish a *rapport* between performers and spectators that will contribute

largely to the success of his entertainments. The stage, like those of the other theatres, is constructed with all modern improvements, and will be provided with the most complete working departments. This building, too, has the advantage of having an area on all sides of it, which will furnish the most thorough ventilation. The frescoing and ornamentation will be in keeping with the light and cheerful character of the entertainments which the house will present. It is Mr. Hooley's intention to open his theatre on October 9th, the anniversary of the Chicago fire. The first attraction will be a pantomime troupe; and it is intended to keep up a succession of novelties during the entire season, corresponding somewhat to the general idea of the French vaudeville. The manager has had a vast experience—having catered to the public amusement for twenty-seven years—and it is not too much to predict a successful career for this new venture.

Mr. Samuel Myers, formerly associated for many years with Mr. McVicker in the management of the latter's theatre, has already opened what may be regarded as the handsomest minstrel theatre ever built. The building, 55 x 102 in dimensions, is located on Monroe street, between State and Dearborn, and has a seating capacity of about 1000, distributed in parquet, dress circle, and balcony. The stage is 27 feet in width by 35 feet deep, and 31 feet high. The interior is beautifully ornamented. The lower walls and ceiling are done in simple but chaste designs in lavender and gold; the panels holding flowers and fruit in their centre. The front of the balcony is adorned with mouldings of a Greek pattern, alternated with scroll work, and painted in white and gold. The principal fresco represents Folly with fool's cap and bells floating in the air, and drawing in the rear Winter clad in furs with skates on his feet, as well as a third figure, which, with its sad, half-shrouded face, might very well stand as the type of the goddess Melancholy. The frame in which this painted allegory is set is richly adorned with Cupid's dragons, floating swans, etc. Immediately beneath and around the dome are painted the medallion portraits of Burns,

Shakspeare, Beethoven, and Rossini. It is pleasant to know that so much taste has been used in fitting up a house for an entertainment peculiarly American, and it is certain that this entertainment, under the management of Mr. Myers, and the stage direction of Mr. Kemble, who is an accomplished gentleman, will be uniformly chaste. This opera-house—even though it be for burnt-cork opera—will be the resort of our best classes, who will go there for the relief to be found in mirth and laughter.

Thus we find Chicago, within a year after the great fire, in the possession of six theatres in full running order, five of which have been built since the destruction of the city, and four of them of an elegance and costliness as striking as any like number on the continent. Another year will probably see us in possession of one of the most beautiful opera-houses in the world in addition to these. Mr. McVicker had no sooner finished his own theatre than he was the first to realize that Chicago should have a grand opera-house. With the experience of the past, it was too much to expect that any one individual should provide this; so he set about the purpose of interesting the principal citizens of Chicago in the enterprise. At one meeting \$75,000 were subscribed as follows: Potter Palmer, \$10,000; J. H. McVicker, \$10,000; H. H. Honoré, \$10,000; Eugene S. Pike, \$10,000; Gage Brothers & Rice, \$10,000; John V. LeMoyne, \$10,000; Chauncey T. Bowen, \$5,000; Mancel Talcott, \$5,000; H. E. Pickett, \$5,000. Besides these subscriptions, made on the spur of the moment, Mr. M. C. Stearns subscribed \$25,000 in case his property, on the corner of Adams and Dearborn streets, should be selected as the building, he offering a lease of one hundred years on very favorable terms. The officers of the Chicago Club also indicated that a subscription of \$100,000 should be raised in their own body in case suitable apartments should be set aside for them in the building, for which they should pay an annual rental. Besides making actual and large subscriptions, such gentlemen as Messrs. Palmer, McVicker, Pike, Honoré, LeMoyne, and others propose to take an

active part in bringing the enterprise to a successful result, and no one familiar with Chicago pluck and energy, can doubt that they will do it. The basis of the undertaking is a sound one. It assumes that the opera-house proper will do no more than pay its own way in the world, but that the business block to be erected in connection with it will pay a fair interest on the investment.

The Fine Arts received a severe shock by the fire of 1871, the details of which were given in the Fire Number of THE LAKESIDE of last January. Of course, it is impossible to restore such paintings and statuary as were actually destroyed; but the work of reestablishing the interest and the facilities for enjoying the cultivating influences of art, is progressing rapidly. Mr. Aitken, the manager of the old Opera-House Gallery, has already a collection which he has located on State street. Mr. Moore, also well known as one of the most useful men to the community in this way, is back from New York, anxiously looking about him for a location. The Academy of Design, which suffered severely in the loss of its building and the scattering of its collection, is taking practical measures towards reestablishment. Mr. Leonard W. Volk, the accomplished sculptor, has made a proposition for erecting a building for the institution. The site is one of the most desirable that could be found, and is 171 feet in depth, with a frontage of 54 feet on the avenue. Ground is already broken for the building, which will be 54 feet on Michigan avenue, by 100 feet on VanBuren street. The material will be of pressed brick, with Frear stone trimmings; the front will be of tasteful design, with a niche on either side for statuary, and the whole will cost about \$25,000. This offer will undoubtedly be accepted. Meanwhile, the artists who were frightened off to St. Louis, Cincinnati, and other cities, by the general destruction of material things, and the consequent temporary depreciation of things immaterial, are rapidly returning with the unanimous conviction that Chicago burned out offers them better opportunities than the unprogressive cities to which they resorted. Certain private art-collec-

tions which were saved, are increasing in size and attraction; notably those of Wm. B. Howard, Esq., and Perry H. Smith, Esq.

The check which the cause of science received in the burning of the Academy of Science and the Historical Society buildings, with their treasures, was still more severe. The building of the latter of these institutions was located near the corner of Ohio and Ontario streets, in the North Division of the city, and was supposed to be fire-proof. It disappointed this expectation, fell a prey to the great devouring element, and perished with its valuable contents, including the Healy Collection of Paintings, belonging to the Chicago Art Gallery, and other valuable pictures, together with the Original Draft of the Great Emancipation Proclamation of President Lincoln. Nothing has yet been done to restore the edifice or construct a new one in its place. The ground and foundation are there, subject to a mortgage, the interest of which is for the present paid out of the Life Membership fund of the society, which originated with Mr. J. Y. Scammon, and to which he largely contributed. A few things, of little value, were found in the cellar, under the *débris*, and they and the books and publications received since, are placed in the rooms, the use of which has been temporarily given to the society, over the Marine Company's office. They are for the present in charge of Doctor I. O. Boyesen, a learned Norwegian gentleman. What material was saved from the building has been sold, and the proceeds properly taken care of by the officers of the society.

The building of the Academy of Sciences, which was situated upon the rear part of its Wabash avenue lot, and in which was contained its valuable Museum and Library, as well as the large Alcoholic Collection belonging to the Smithsonian Institute, was also supposed to be ordinarily fire proof; yet it met the common fate of other buildings within the burnt district. The foundation walls and some of the iron columns and beams were saved, and the building is being restored — indeed, is now about ready for the roof. It is supposed that some part of it will be ready for occu-

pation before the end of the year. A large business house, 55 x 100 feet, is being erected on the street front, reserving a wide entrance to the museum building on the north side. Its Curator, Doctor William Stimpson, died recently, inflicting a much greater loss upon the society than that caused by the fire. Doctor Stimpson was one of the most practical, learned, and eminent scientific men in the world. It may be reasonably concluded, however, that the progress in the way of reestablishing both these useful institutions will be as rapid as it could possibly be under the circumstances.

There remains but one more feature to be mentioned in the scope of this article—the Public Library. The destruction of the libraries of the Young Men's Library Association, the Young Men's Christian Association, and the Catholic Library, had the effect of uniting all resources and energies in one effort to bring about the establishment of a great public library, commensurate with the size and progress of the city. This became a matter of so general an interest that the State Legislature last winter passed an act authorizing a tax upon all the assessable property of the city, for the uses of the library, from which it is expected that \$50,000 a year will be re-

ceived. This revenue does not begin, however, until the first of next year, when the tax for the present year will become due. For some time to come, the fund will be used for buying books; but, eventually, it is designed to purchase a site and erect a library building. Meanwhile the Public Library will find accommodations in the temporary City Hall, where it is at present, and in the new City Hall when it shall be completed. The library must, for a time, rely upon donations, a large number of books having already accumulated in this way. The British Government has inflicted some 2800 volumes of British Patent Office Reports; but, as a partial offset, English authors and publishers have forwarded some 3000 volumes of a miscellaneous character. The management of the affairs of the library is in the hands of able and prominent citizens, whose individual interest will contribute largely to its ultimate prosperity and usefulness.

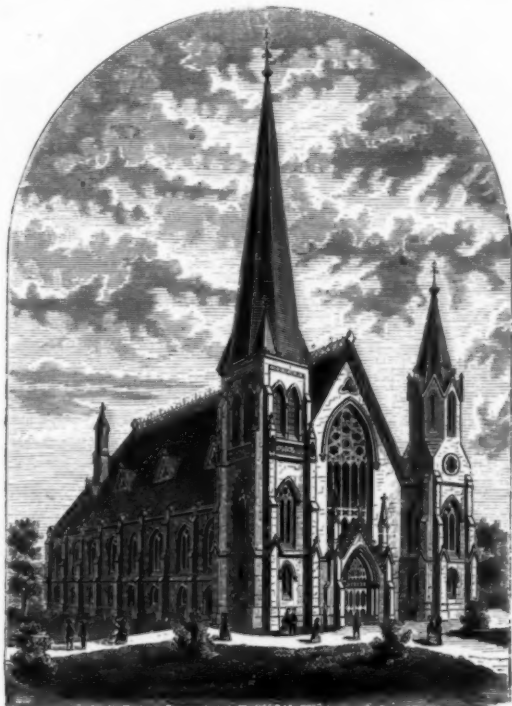
The facts and indications of progress which it has been practicable to present in this article, will, to the minds of many persons, convey greater evidences of the grand metropolitanism of Chicago, than will the more startling figures of the increase in business.

*James B. Runnion.*

## HOW UNITY CHURCH HAS FARED.

UNITY Church is about fourteen years of age. When I came to Chicago, early in 1859, it had been organized a few months, but the members had not held any religious services. There had been some talk of Starr King as a possible pastor; but the Divine Providence was saving him for California, and so nothing

came of the attempt, such as it was, to bring him to Chicago. On the last Sunday in May, 1859, the congregation began to hold meetings on Sunday afternoons, in a small Baptist church on the corner of Ohio and Dearborn streets. I was invited to conduct these services, and was paid eight dollars a Sunday; but my living lay



UNITY CHURCH.

in the ministry at large, of which I was then the minister, and those were cheap times, so the money for this preaching was not much of an object, except to buy books — especially to complete my set of the "Encyclopedia Britannica," which I had begun to buy when I was working at the

anvil, but could not complete, owing to the break - down in 1857, which knocked me out of a whole winter's work.

It was a small gathering, but brave, bright, and devout, in its own free way; so, as there seemed to be signs of growth in it, a lot was purchased and a chapel built

on the corner of Chicago avenue and Dearborn street, and opened before the close of '59. A good many of the people who had an interest in the venture thought we had gone too far north; but there we were, for better and worse; and in spite of the opposition of a very small minority (of which I was one), who thought I might be better employed, I was chosen pastor with a very noble increase of salary, and Unity was fairly under way. Only I remember that the first Sunday after the dedication the place was so cold, the congregation so thin, and the whole thing looked so forlorn, that I stopped short about the middle of my sermon, and said, "It is no use trying to preach any longer; we had better go home." They brightened up instantly when I said that, and prepared to take me at my word; so we went home before half-past eleven,—and one good man was so pleased he invited me to dinner, and I was so pleased I went.

Then there came a time, about '65, when the place was too small for us, and we saw we must either have room to grow or grow stunted. A proposition was made to enlarge the place we were in; but it met with small favor, so we bought a big lot on the opposite corner, and set about a subscription. Then some wise heads thought of the lot we finally occupied—the very best for our purpose in the city—and that was secured; so in June, '67, we cut the first sod, in August set the corner stone, and in June, '69, held our dedication services. Dr. Bellows, of New York, preached a grand sermon, and so stirred up the people that, being also driven to it by a dire necessity, and drawn, I trust, by the Divine grace, they gave the largest collection I ever heard of in a Protestant church up to that time. Unity Church with the lot, as it stood when the fire struck it, had cost something over two hundred and ten thousand dollars. I think nearly every man, woman, and child, in the parish, gave to it, most of them, considering their circumstances, with a measureless and magnificent generosity, worthy the name of "liberal Christians." We had still a heavy debt on the place, and that was a great mistake, putting the thing in the mildest way; but

we were winning through it nicely, and in no long time should have been able to pay the uttermost farthing. We were also beginning to feel at home in the church,—to love it as we had loved the old home; and I think it never seemed quite so home-like and good to us as on the eighth of October. Moreover, on the tenth the pastor was to marry in it the first child who had ever left his hearth; but we had no church on the tenth of October, and on the Sunday after, standing among the ruins with my ruined flock weeping about me, I read from the prophet, "Our holy and beautiful house is burned up with fire: and all our pleasant things are laid waste. Be not wroth very sore, O Lord, neither remember iniquity for ever: behold, see, we beseech thee, we are all thy children."

We found, as soon as word could reach us, that this stroke which had hurt us so fearfully had sent a shiver of grief and pain through all the parishes and homes of our people in America and Great Britain. The mighty tide of sympathy and succor that began to rise and surge toward our forlorn city, bore on its waves special freight for Unity, and the other churches of our order, according to their need. It was exactly the work our people always love to do, and do best. I can truly say that for some time I took but little pains to attract any special aid toward getting on our feet again. A deluge of letters assured me there would be no need to do that; and then all kinds of supplies came in so rapidly that I remember I turned over one hundred and sixteen cases of goods to the Aid and Relief Society in one day. And then for a little while I felt unwilling to try to attract a dollar toward rebuilding our church, which might be better used to rebuild some man's home, that was to me the one painful and imperative thing to be done—homes before churches, bread and clothes and fuel; worship could wait—or rather that *was* worship. The holiest prayer and praise men could do just then seemed to me to be that which began at once to be done in that protracted meeting at Standard Hall, conducted by Mr. Dexter. But very soon our people here and in England and otherwheres, began to say Unity Church must be



rebuilt at once and we must see to it. The Committee of the American Unitarian Association called a special meeting as soon as they learned particulars of our misfortunes, and resolved to raise \$50,000 to rebuild Unity Church. They also voted the pastor \$3000 toward his living, for which he happily had no need, because that had been provided by the generous gift of one man. This man said also, "If the sum voted by the Association is not enough, say so, and I will call a meeting at my house, and you shall talk to us and tell us all about it." So we called a parish meeting, made up our minds what we wanted to do, employed Mr. Burling to get out a plan of restoration, chose our building committee, made a rough estimate—for that was all we could make—of what it would cost to put us back in a plainer church than we had before, but also capable of holding about four hundred more hearers; and then we found we wanted more money. So I went to Boston, where my good friend lives. He called his meeting; there were two or three addresses, and then a committee, and then a pile of money in addition to that given us through our Association, and then I came back gladly, to find the good work of restoration well under way.

And if this was the place to tell the most intimate particulars of the way the friends of Unity Church responded to this cry for help that went out in a measure through the appeal of the friends I have mentioned, but still more by the great moan of our common calamity, it would be one of the most touching chapters of human goodness ever written—quite equal in its way to the great story of the generosity of the world to our burnt city. Rich men gave their thousands, and poor men and women and children would send me a dollar and a prayer or a blessing. A dollar came from some country place in Utah, another from a remote place on the far frontier of Nebraska. The children of a mission school in London gave up all they had saved for their Christmas celebration, for which I was proud and glad and grieved to weeping, until the dear fellow who egged them on to do it, wrote me that they had a splendid time after all, and really lost nothing

by their venture. A poor little church in the north of Ireland sent a noble sum, and begged out of its warm Irish heart that we would not reckon that as the measure of its sympathy, for it was a pitiful pittance compared with what they would have done had they not been so poor. And a lady in Worcester, who did not send her name, sent a dollar with the confession that her weakness was kid gloves; she knew she ought to have sent the dollar before, and meant to do it, but the tempter got it for gloves, and they did n't wear worth a cent; so she had mended 'em, and mailed the new temptation to rebuild Unity Church. And another lady sent twenty dollars, with a note saying she had been the Sunday before to a church (not of our order); the minister had said some very harsh things about us, and then taken a collection. She meant to give that, but the sermon was so unlike the spirit of the Christ she loved that it compelled her to keep her money in her pocket, she meant to give for another object, and on the Monday she sent it to the very people the minister had taken pains to condemn. Four good Unitarians (school-marms, I suspect), in Columbia, South Carolina, sent us five dollars; and forty women in a little parish in New England, forty dollars; and so it was that, with small contributions and large, the great subscription of \$50,000, and the extra subscription to supplement that, with about \$15,000 from England and Ireland, some of which has gone to aid our third and fourth churches, we have been able to drive the work on through this difficult and expensive summer, to get ready again for worship in our lecture room, so that the Sunday when we begin again ties exactly with the Sunday last year when we ended, and as soon as the work can be done with advantage we can go right on and finish the main audience room, and come out nearly square.

And it is very pleasant to remember that with all this building and restoration we have had no fatal or very serious accident. One man got hurt each time, but not badly. We paid the man his wages, who was hurt when the church was first built, as long as he was unfit for work; but after many

weeks the poor fellow, who seemed sound and whole, made such doleful complaints of his inability to take hold again, that we felt his pay was somehow hindering his recovery. So, not liking to see him suffer, we stopped it, and then, sure enough, he got well rapidly; and this curious "case" is at the service of any medical journal that may like to print it. And nothing could be better than this work of restoration, so far as it has been done. It has gone along as smooth as oil — has been done by the day, and, so far as I can judge, is as sound and good as heart of oak; while from all quarters and nearly all denominations letters have come to me full of sympathy and good cheer, some written by ministers and some by laymen. And during this waiting for our own church, when we could hold services on the North Side, we have been

made welcome heartily to hold them in the temporary meeting-house of our neighbors and friends of the New England Church, close to our own. I may also mention as a good Christian act, and a hopeful sign of better times, that I was invited during the winter to preach for one of the congregations of my old mother Methodists. And I will conclude this word about the way Unity Church has fared, with the hope that in the time to come, Unity Church may be worthy of the wonderful generosity and love which has flowed toward her in her day of desolation, and so answer to the cry which went up from many hearts in the psalm sung at her first dedication:

"May thy whole truth be spoken here,  
Thy gospel light forever shine;  
Thy perfect love cast out all fear,  
And human life become divine."

*Robert Collyer.*





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# THE LAK

REFERENCES.—1 The "Crib."

3. Michigan Central and Illinois Central Depot.

4. Water Works Tower (North  
9. McVicker's Theatre.





Engraved by

# KESIDE MONTHLY SUPPLEMENT

View from the top of the Gardner House, corner Michigan Avenue and Jackson Street, October, 1872. Showing the ENTIRE REAR

(North Side).

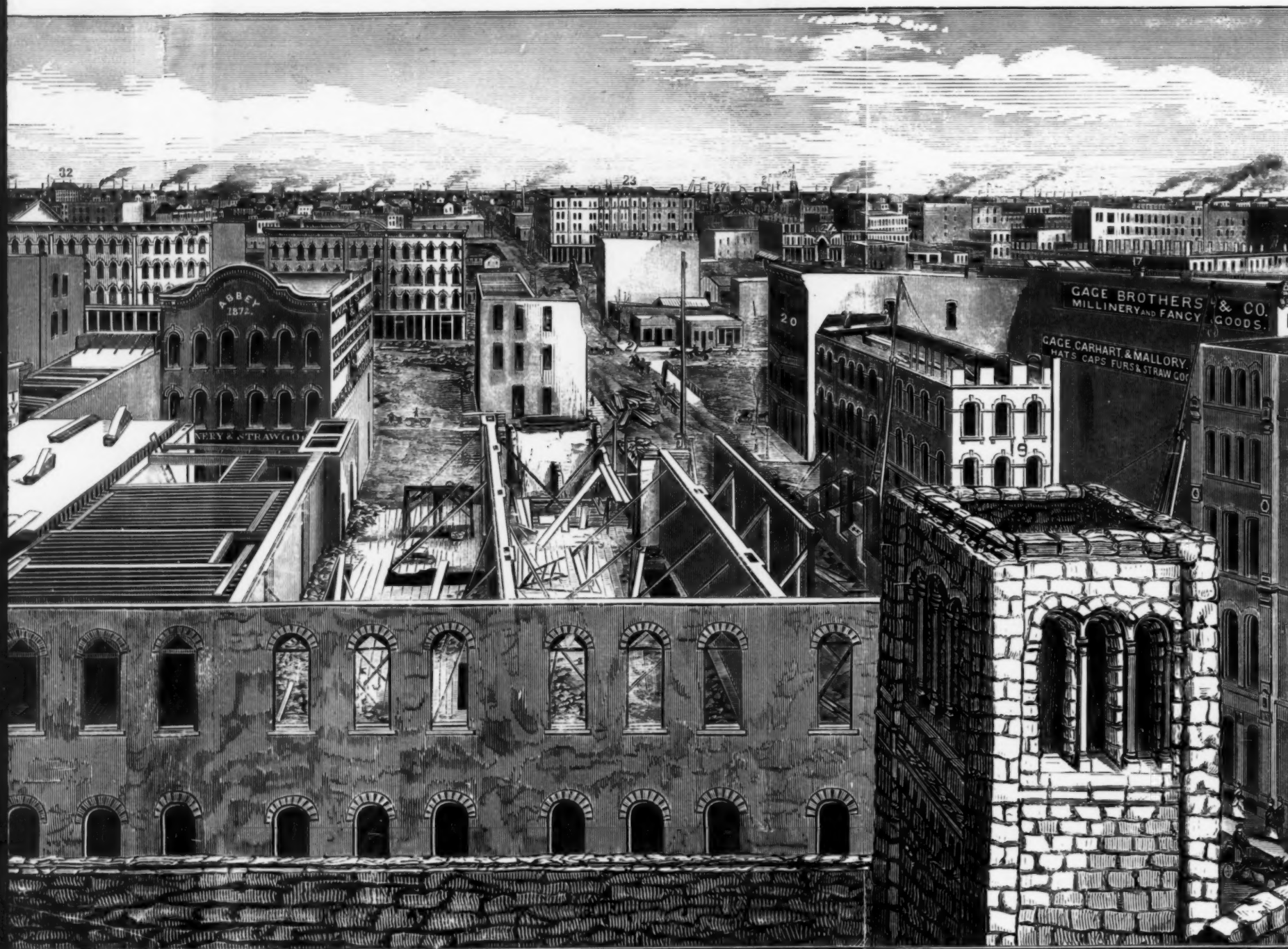
10. Sherman House.  
12. Rear of Palmer House.

13. Chamber of Commerce.  
14. Oriental Building (La Salle Street).

15. Honore Block (Dearborn Street).  
16. Shot Tower (West Side).

18. Old Post Office.  
23. Pacific Hotel.





Engraved expressly for

# LAKE SIDE MONTHLY SUPPLEMENT--

View from the top of the Gardner House, corner Michigan Avenue and Jackson Street, October, 1872. Showing the ENTIRE RE-BUILT

Works Tower (North Side).  
Kel's Theatre.

10. Sherman House.  
11. Rear of Palmer House.

12. Chamber of Commerce.  
14. Oriental Building (La Salle Street).

15. Honore Block (Dearborn Street).  
16. Shot Tower (West Side).

18. Old Post Office.  
23. Pacific Hotel.





expressly for THE LAKESIDE MONTHLY.

# ---BIRD'S-EYE VIEW OF CHICAGO F

UILT PORTION OF THE SOUTH DIVISION, from the River on the North to Harrison Street on the South; and portions of the North and West Divisions.

24. Lakeside Building.

25. Third Presbyterian Church (W. Washington St.)

26. American Reformed Church (W. Washington St.).

27. Union Park Congregational Church.

30. Lake Shore and Rock Island Depot).

32. Jesuit College. 33. Aiken's Theatre.



# F CHICAGO RESTORED.

s of the North and West Divisions.

- 30. Lake Shore and Rock Island Depot).
- 39. Jesuit College. 35. Aiken's Theatre.

- 37. Inter-Oceanic Building (Wabash Avenue).
- 38. Post Office (Wabash Avenue and Harrison St.)

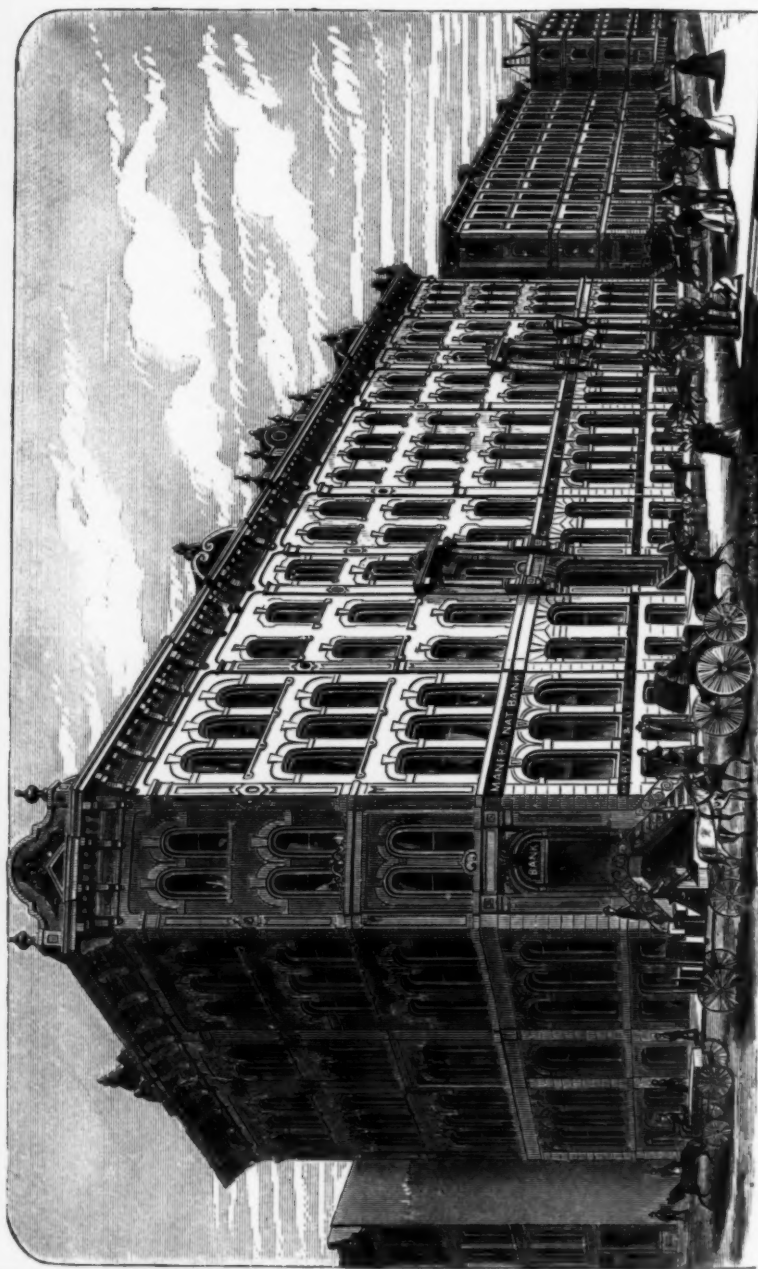
- 39. Mattes
- 40. Ruins



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Matteson House (Cor. Wabash Avenue and Jackson St.)  
Ruins of Trinity Church.





ENGRAVED BY THE LATERIDE MONTHLY.

THE REBUILDING OF CHICAGO.—NEW BRYAN BLOCK, ON LA SALLE STREET, NEAR MONROE.